

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

POINTS ON SOUTHERN PROGRESS.

There is a growth of industrial enterprise in the South which must not be overlooked, and the eagerness of the Southern ports to compete with the great Northern ports is an unmistakable sign of more active enterprise.—London Statist.

During the past ten years the South has made rapid progress in supplying iron to the trade of this country and Europe. A contemporary points out that it was only a dozen years ago that the first shipment of Southern iron was made to Pennsylvania. At the time it created no small amount of surprise, for it was never believed prior to that time that the South would sell iron in the Keystone State. Statistics on this point show that shipments for April, this year, amounted to 101,141 tons. Of this the West took 38,207 tons, the East 29,996 tons, and Europe 32,838 tons. Shipments to Europe so far this year amount to more than 100,000 tons, more than double the amount exported last year. It is expected that total shipments abroad for this year will be more than twice the amount sent last.—Bradstreet's.

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No. 22.

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Baltimore, June 25, 1897.

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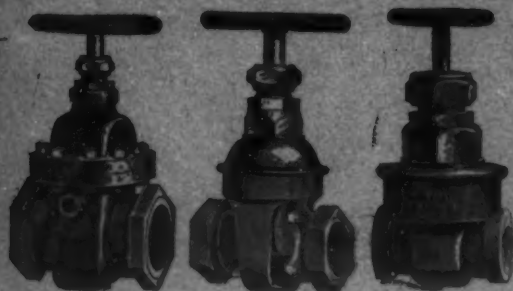
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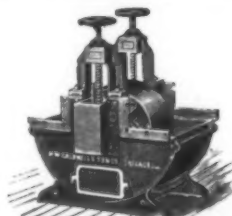


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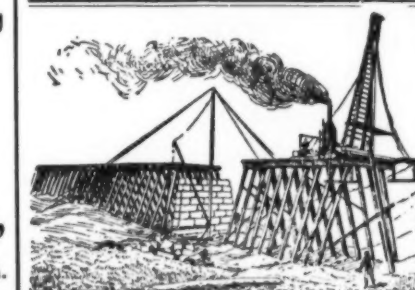
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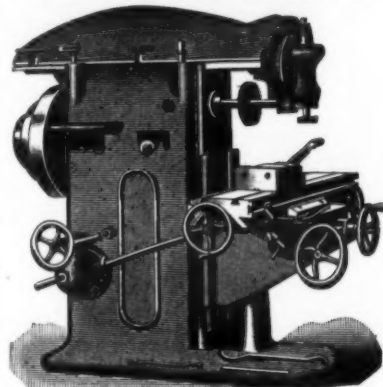


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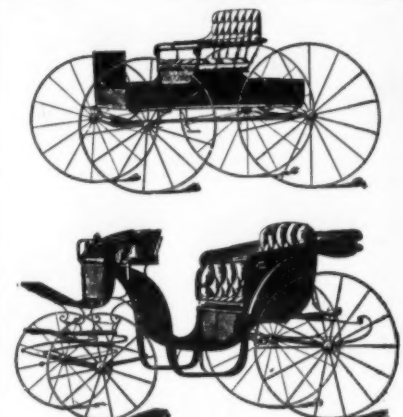


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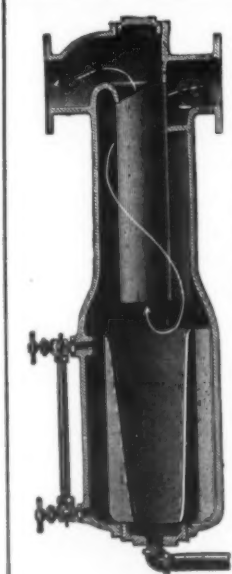
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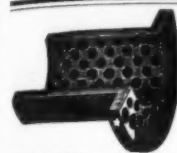
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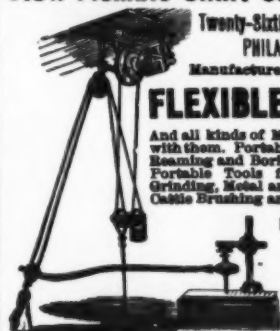
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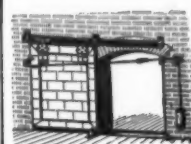
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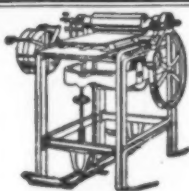
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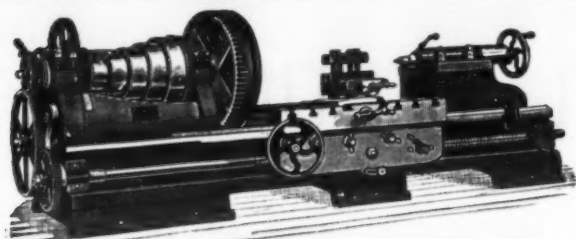
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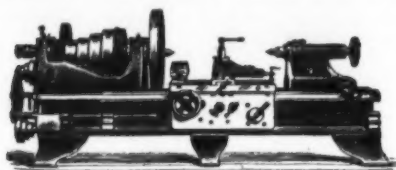
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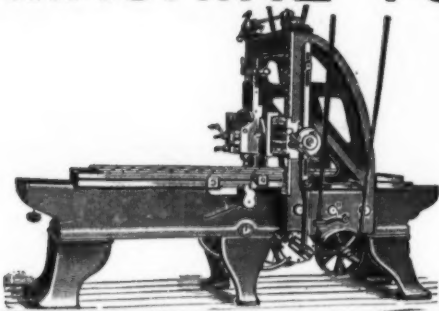
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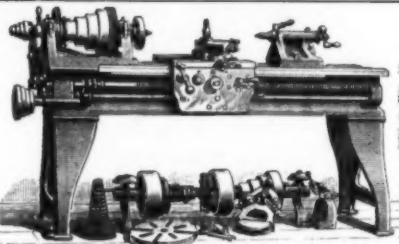
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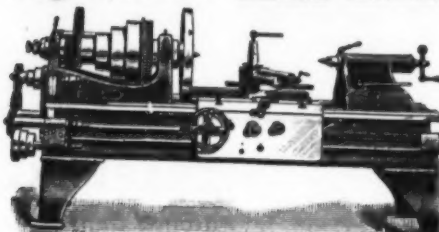
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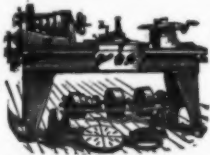
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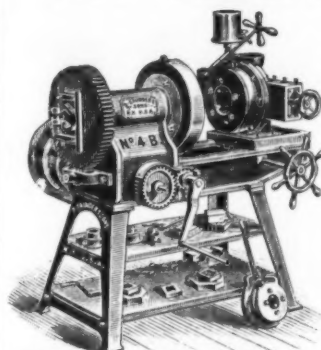
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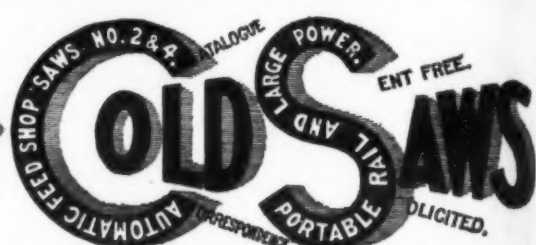
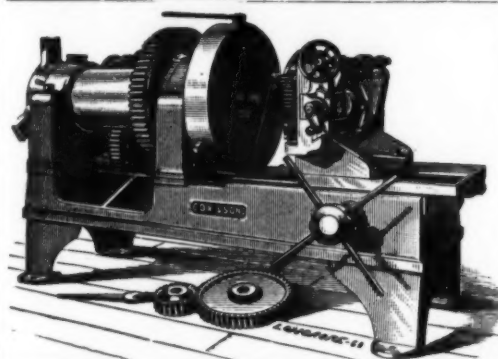
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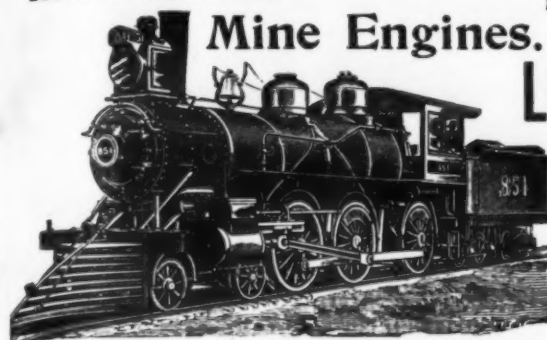
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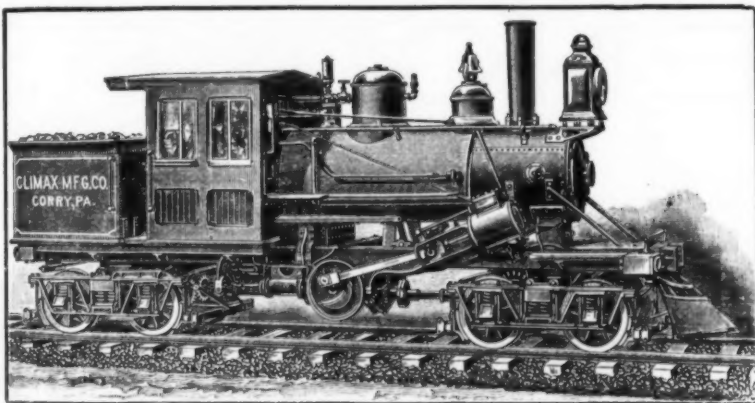
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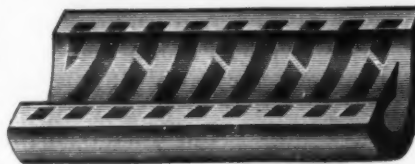
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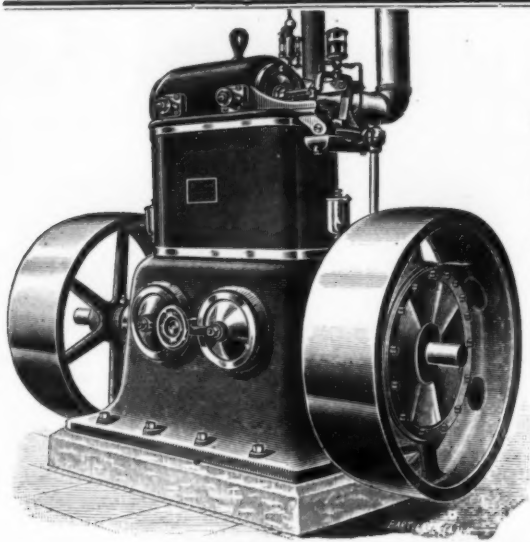
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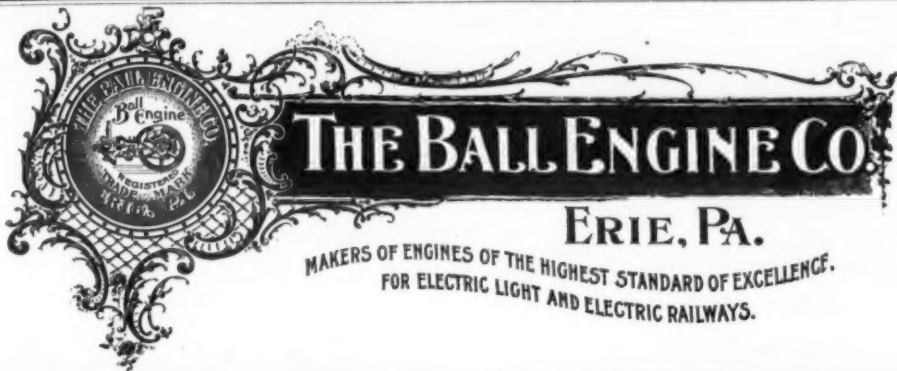
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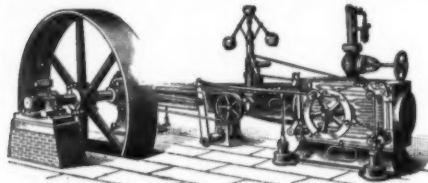
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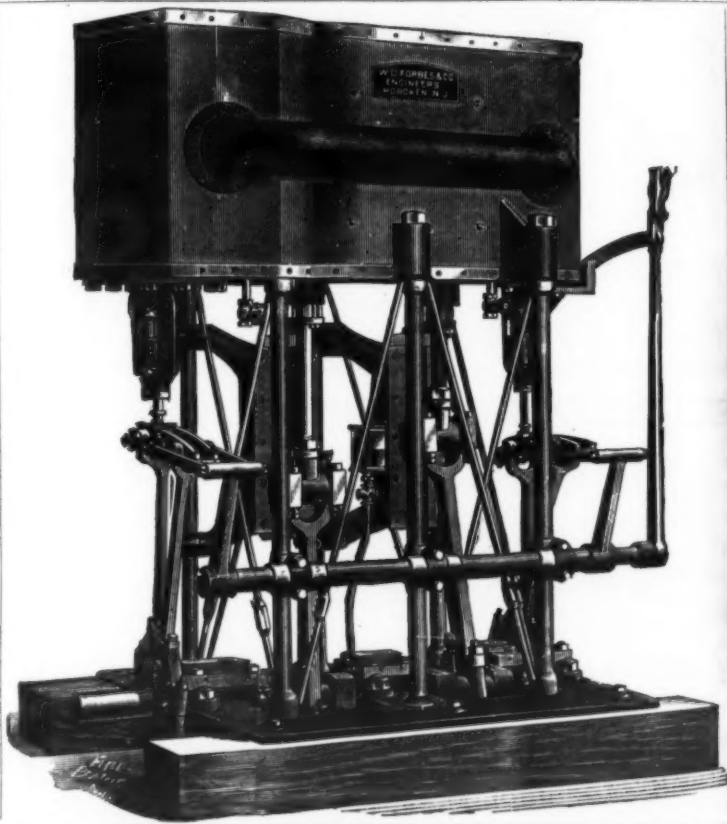
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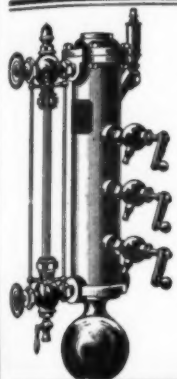
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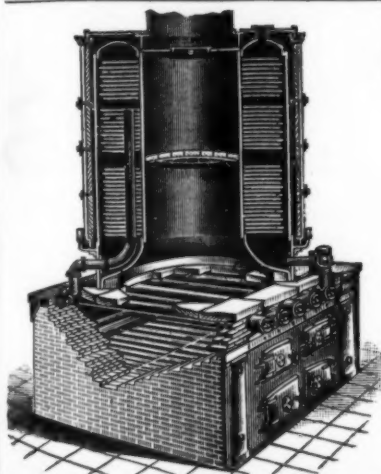
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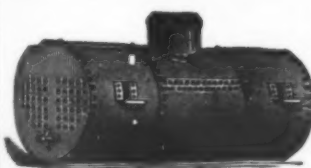
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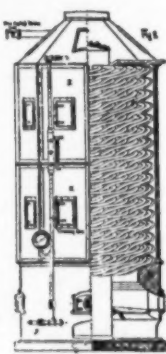
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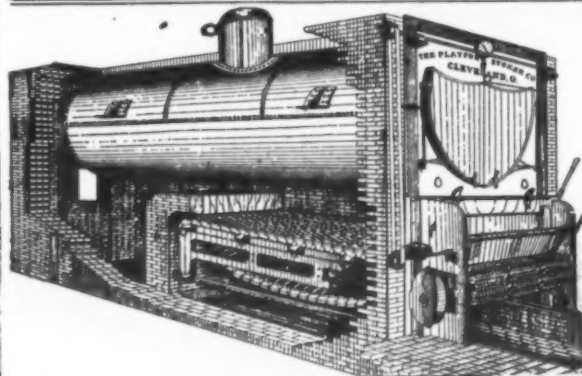
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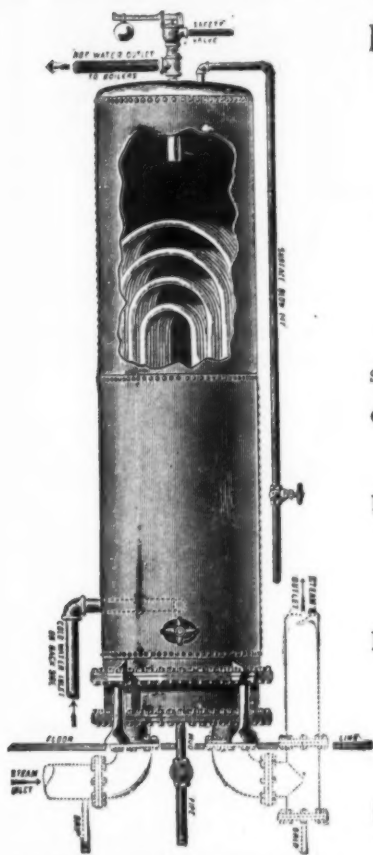


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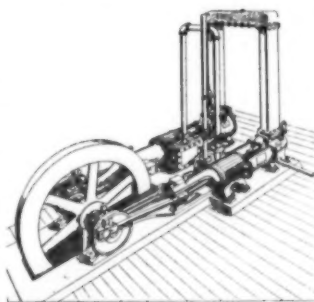
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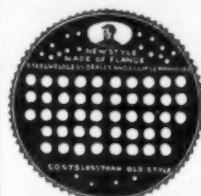
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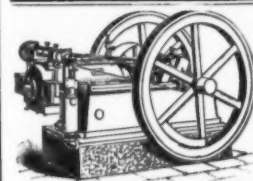
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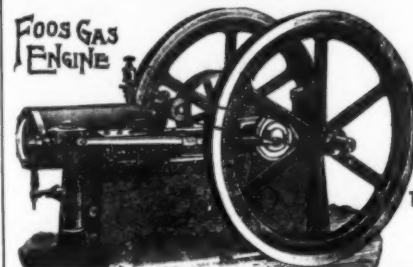


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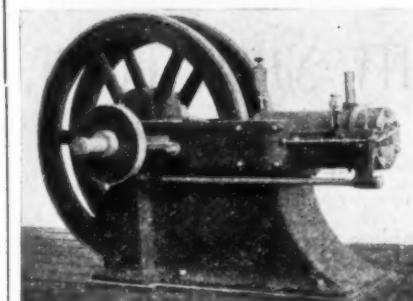
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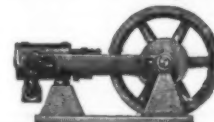
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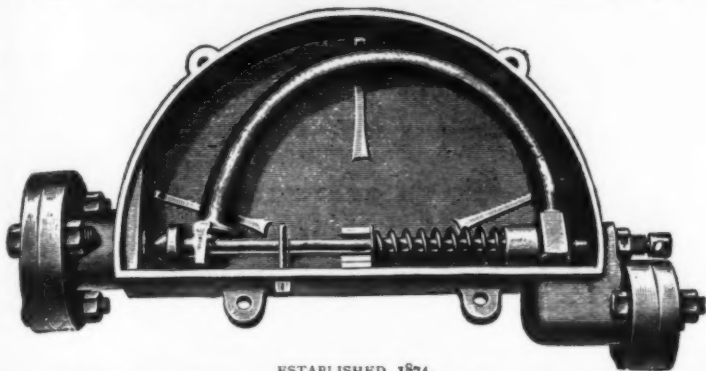
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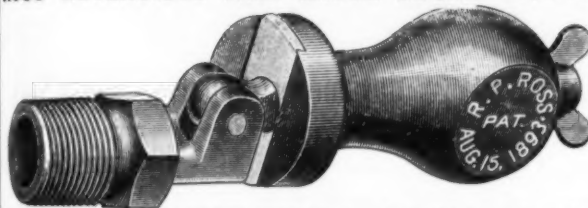
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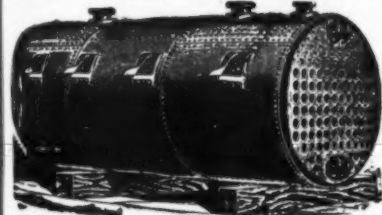
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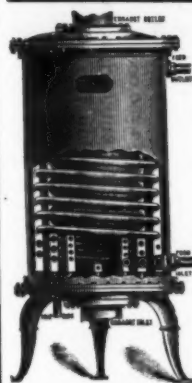
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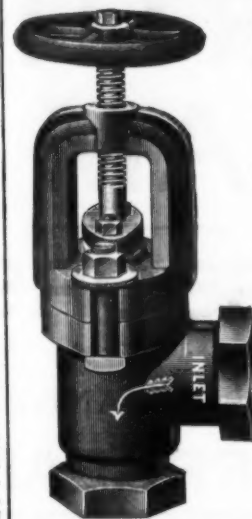
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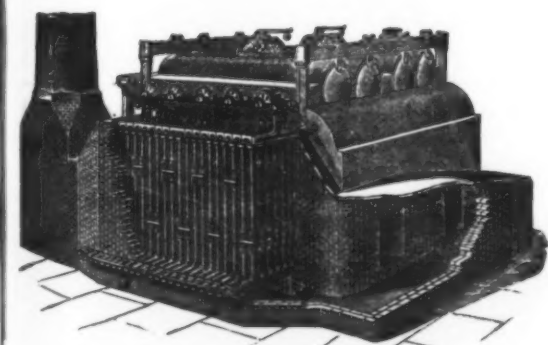
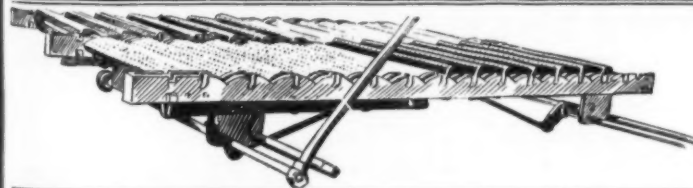
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now invested in manufactures as follows:

Class.	No.	Hands empl'd	Capital inv'd	Annual product.
Bag factories.....	2	55	150,000	475,000
Bagging factories.....	1	325	300,000	350,000
Barrel factories.....	1	123	225,000	150,000
Basket and willow-ware factories.....	2	13	10,000	25,000
Basket & veneer wks.....	1	250	75,000	125,000
Breweries.....	1	100	167,000	300,000
Candy factories.....	1	60	100,000	325,000
Carriage & wagon wks.....	6	100	50,000	100,000
Cider and vinegar.....	3	15	15,000	35,000
Cigar factories.....	9	100	60,000	200,000
Cotton factories.....	645	100	\$600,000	\$700,000
Cotton ties, etc.....	1	15	10,000	30,000
Cotton & wool pick'g.....	4	20	10,000	25,000
Envelope & box factory.....	1	63	30,000	75,000
Fertilizer works.....	13	1,400	\$325,000	4,265,000
Flour and grist mills.....	18	275	150,000	700,000
Foundries and iron wks.....	3	200	250,000	300,000
Ice factories.....	2	25	75,000	100,000
Job printing and book binding.....	8	180	325,000	450,000
Lead factories.....	1	10	40,000	130,000
Marble & granite wks.....	5	60	40,000	75,000
Mattress factories.....	2	35	27,000	70,000
Men's clothing.....	11	90	60,000	250,000
Oil refineries.....	1	5	20,000	325,000
Proprietary estab'ls.....	35	170	75,000	1,000,000
Rice mills.....	3	130	400,000	1,000,000
Saw and planing mills.....	9	30	60,000	150,000
Sail & awning factories.....	2	25	40,000	70,000
Sash & blind factories.....	5	320	350,000	850,000
Saw and lumber mills.....	8	250	350,000	850,000
Ship and boat yards.....	3	70	75,000	175,000
Soap and candle factory.....	1	15	25,000	60,000
Soda water, etc.....	22	150	70,000	650,000
Underwear factories.....	3	150	100,000	175,000
Totals.....	189	5474	\$9,589,000	\$14,272,000

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The necessity for such an institution upon a wise foundation, with ample means for development to meet increasing demands upon it, is beyond dispute. Nor are the opportunities before it to be discounted except by a failure, through apathy or divided counsels, to take advantage of them. The South has amply demonstrated its capabilities as a producer of the coarser grades of goods, and its possibilities in the direction of the finer qualities. These have been recognized by those persons who still linger in the regions where cotton manufacturing has had a more thorough development. To make an effective advance, however, to meet the condition recognized in the establishment of the Lowell Textile School, there is need of means for the thorough training of young Southerners in all that appertains to the skillful direction of native labor in the higher lines of manufacture. This has all been conceded by the press of the South, which, however, has devoted much space to the question of a selection of a site for the school. Charlotte, Augusta, Atlanta and Charleston have all had their advocates. The course to pursue, it may be suggested,

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For Civic Improvement.

Commenting upon the substantial growth of Jacksonville, Fla., in recent years the Times-Union of that city says:

The latest-approved system of street paving has transformed thoroughfares unsightly and heavy with sand into clean, smooth highways, that are the pride and delight of every citizen, as well as the envy of cities less fortunate. The supply of pure and wholesome water is adequate to all demands, and on all sides the visitor of today finds improvements that were not in evidence to the visitor of last year and the year before.

This change, which is attributed largely to the winter influx of visitors, should be noted by many other cities and towns of the South. There is nothing like neatness and convenience to impress a visitor with the desirability of a city as a home or as a place for the investment of capital, and the effort should be, not to wait until an unfavorable impression has been created because of the absence of enterprise for civic improvement, but to set to work at once to ensure picturesqueness, healthfulness and cleanliness.

Exposition Finances.

The annual report of Director-General E. C. Lewis to the stockholders of the Nashville Exposition shows that Nashville, Tenn., and the South are again subjects for congratulation. The actual expenditure on account of the exposition proper up to June 1 was \$788,584.38, and the realizations from all quarters were \$680,628.18, leaving a net obligation of \$158,986.20. The expenses for operation during May averaged \$1518.12 a day, and upon that basis it is estimated that the total expenditure will be \$1,039,614.38. Receipts have averaged \$2480, which, it is calculated, will reach a total of \$1,057,988.18. There will, therefore, be at the close of the exposition a credit balance of \$18,373.80. That is one of the most gratifying exhibits of the exposition, and when are considered the fact that nearly 100 conventions are to be held at Nashville, that the midsummer months will probably be marked by large additions to the stream of visitors, to be still further swelled during September and Octo-

ber, the prospect is even more encouraging.

This healthy state of finances is a result of the excellent judgment and foresight that have characterized the management of the exposition since its inception, and which have made the exhibition a model of completeness and attractiveness.

No Nine Days' Wonder.

The persistency of manifestations of a purpose in various sections of the South to discuss the tariff question outside the lines of party indicates that the development of a leaning towards the protective policy is not a temporary expedient, but is a return to the days of half a century or more ago, when there was a marked difference on the subject among eminent leaders and their followers. Some records of the present demonstration may be of interest. While the Louisiana Sugar Planters' Association sharply criticises Senator Caffrey for refusing to vote for increased protection on sugar, and commends Senator McEnery and three congressmen, "who are supporting the Dingley bill, regardless of party politics, looking primarily, as they should, to the best interests of their constituents and the State at large," while the Vicksburg Cotton Exchange telegraphs Senator Bacon and his associates for their "successful efforts in behalf of the cotton-growers of the South," and Senators Tillman and McLaurin, of South Carolina, unite with Senator Pritchard, of North Carolina, to secure protection for monozite, which "means the development of a latent but very important industry" of South Carolina, many endorsements of Senator Bacon's position are forthcoming. The New Orleans Times-Democrat, which sees in the duty on rice that the rates "are high enough to protect the Southern cereal against excessive competition from the coolie rice of China and Japan," says:

The Egyptian cotton does compete with our cotton; it competes with the Sea Island cotton of Georgia, Florida and South Carolina and the long-staple cotton produced on the Mississippi bottom lands of Louisiana and Mississippi; and every pound of Egyptian cotton imported displaces a pound of the American product. The fellah can produce their cotton more cheaply than the Southern farmers can. As they have little food, and that of the coarsest kind, and do practically without clothing and care nothing for books or newspapers, or any of the comforts which American laborers require, they are able to undersell us in this product. The consequence is that the long-staple cotton industry is threatened with ruin. There are two ways of saving it—reducing the wages of the labor employed to the condition of the Egyptian fellah, or imposing a duty on the foreign product, and we see nothing "infamous" in this.

The New Orleans Picayune also finds cause for rejoicing in the rice schedule, inasmuch as its "increased protection will prove very important to the producers, as it will serve to keep out a very large amount of foreign rice," and when Senator McEnery is criticised for his position on sugar

For "Classified Index" see pages 3, 5 and 7.

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Atkins, E. C., & Co.	26	Contractors' Plant Mfg. Co., Ltd.	4			Murray, Douglas & Co.	32	Southern Log Cart & Supply Co.	27
Atlanta Terra Cotta Co.	33	Cordeman Machine Co.	29			Murray, James & Son.	18	Southern Railway Co.	37
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		Covert Mfg. Co.	26					Springfield Gas Engine Co.	10
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		Culver Mfg. Co.	9					Standard Tool Co.	40
		Cunynus, A. B.	21					Stanley Electric Mfg. Co.	39
		Curtis & Marble Machine Co.	31					Starr, B. F., & Co.	19
		Cutler Mfg. Co.	10					Stearnes & Gray.	39
		Cypress Lumber Co.	8						

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For Civic Improvement.

Commenting upon the substantial growth of Jacksonville, Fla., in recent years the Times-Union of that city says:

The latest-approved system of street paving has transformed thoroughfares unsightly and heavy with sand into clean, smooth highways, that are the pride and delight of every citizen, as well as the envy of cities less fortunate. The supply of pure and wholesome water is adequate to all demands, and on all sides the visitor of today finds improvements that were not in evidence to the visitor of last year and the year before.

This change, which is attributed largely to the winter influx of visitors, should be noted by many other cities and towns of the South. There is nothing like neatness and convenience to impress a visitor with the desirability of a city as a home or as a place for the investment of capital, and the effort should be, not to wait until an unfavorable impression has been created because of the absence of enterprise for civic improvement, but to set to work at once to ensure picturesqueness, healthfulness and cleanliness.

Exposition Finances.

The annual report of Director-General E. C. Lewis to the stockholders of the Nashville Exposition shows that Nashville, Tenn., and the South are again subjects for congratulation. The actual expenditure on account of the exposition proper up to June 1 was \$788,584.38, and the realizations from all quarters were \$680,628.18, leaving a net obligation of \$158,986.20. The expenses for operation during May averaged \$1518.12 a day, and upon that basis it is estimated that the total expenditure will be \$1,039,614.38. Receipts have averaged \$2480, which, it is calculated, will reach a total of \$1,057,988.18. There will, therefore, be at the close of the exposition a credit balance of \$18,373.80. That is one of the most gratifying exhibits of the exposition, and when are considered the fact that nearly 100 conventions are to be held at Nashville, that the midsummer months will probably be marked by large additions to the stream of visitors, to be still further swelled during September and Octo-

ber, the prospect is even more encouraging.

This healthy state of finances is a result of the excellent judgment and foresight that have characterized the management of the exposition since its inception, and which have made the exhibition a model of completeness and attractiveness.

No Nine Days' Wonder.

The persistency of manifestations of a purpose in various sections of the South to discuss the tariff question outside the lines of party indicates that the development of a leaning towards the protective policy is not a temporary expedient, but is a return to the days of half a century or more ago, when there was a marked difference on the subject among eminent leaders and their followers. Some records of the present demonstration may be of interest. While the Louisiana Sugar Planters' Association sharply criticises Senator Caffrey for refusing to vote for increased protection on sugar, and commends Senator McEnery and three congressmen, "who are supporting the Dingley bill, regardless of party politics, looking primarily, as they should, to the best interests of their constituents and the State at large," while the Vicksburg Cotton Exchange telegraphs Senator Bacon and his associates for their "successful efforts in behalf of the cotton-growers of the South," and Senators Tillman and McLaurin, of South Carolina, unite with Senator Pritchard, of North Carolina, to secure protection for monozite, which "means the development of a latent but very important industry" of South Carolina, many endorsements of Senator Bacon's position are forthcoming. The New Orleans Times-Democrat, which sees in the duty on rice that the rates "are high enough to protect the Southern cereal against excessive competition from the coolie rice of China and Japan," says:

The Egyptian cotton does compete with our cotton; it competes with the Sea Island cotton of Georgia, Florida and South Carolina and the long-staple cotton produced on the Mississippi bottom lands of Louisiana and Mississippi; and every pound of Egyptian cotton imported displaces a pound of the American product. The fellaheen can produce their cotton more cheaply than the Southern farmers can. As they have little food, and that of the coarsest kind, and do practically without clothing and care nothing for books or newspapers, or any of the comforts which American laborers require, they are able to undersell us in this product. The consequence is that the long-staple cotton industry is threatened with ruin. There are two ways of saving it—reducing the wages of the labor employed to the condition of the Egyptian fellaheen, or imposing a duty on the foreign product, and we see nothing "infamous" in this.

The New Orleans Picayune also finds cause for rejoicing in the rice schedule, inasmuch as its "increased protection will prove very important to the producers, as it will serve to keep out a very large amount of foreign rice," and when Senator McEnery is criticised for his position on sugar

it comes to his defence with the following:

The Southern States produce sugar, timber, iron, coal, rice and salt, which have to meet foreign competition, and, if other States are getting protection, why not the Southern? * * * The Picaune cannot agree with Senator McEnery, that protection is an original democratic doctrine, but it can understand how a democrat may be a protectionist upon local issues and from a desire to benefit his own constituents. * * * Senator McEnery represents a constituency interested in a great sugar industry. That is reason enough to work for it, without making any other excuse for it.

The Picaune does not see the necessity for a duty on cotton, but the Augusta Chronicle practically uses its argument for sugar and rice in commenting upon "the practical and sensible view" taken by Senator Bacon about cotton. It says:

If the dominant party insists upon a tariff that will inure to the benefit of the East and North, and flagrantly omits all duties favorable to the South, then it is the part of wisdom for Southern senators to demand fair treatment of the farmers of the South. Tariff for revenue, with incidental protection, does not seem such a bugaboo today among Georgia democrats as it did a few years ago. Then a man was pilloried for daring to entertain the views which Georgia's senator now proclaims on the floor of the Senate. Tempora mutantur, et nos mutamur in illis.

Times truly do change, and the changing of men at the same time shows that practical business interests may, combined, have more weight than politics in the settlement of business propositions, and that the agitation in the South for the protective theory is no mere nine days' wonder.

The Value of Co-operation.

In his annual address before the Commercial Club of Birmingham, Ala., the retiring president, M. V. Joseph, traced to the work of the organization the establishment of a print mill, a steel mill and a powder mill. He rightly deemed of greater importance, though, the development of a spirit of co-operation among the various interests of the community which had made the undertakings a possibility. The same spirit has now made practicable another plan for the further realization of the opportunities of the Birmingham district. At the annual meeting it was determined to ascertain what co-operation could be obtained from the furnace, mining and land companies, rolling mills, property-owners and leading business men with the Commercial Club in the employment of an industrial agent for the city, who should devote all his time and energies to the enlistment of capital, immigration and industries.

Within three weeks from that time the committee appointed for the purpose has reported that, after a canvass which showed that the citizens, almost without exception, were alive to the importance of the work, it had secured subscriptions of \$380.50 a month for twelve months to pay an agent, and that after he shall have been selected the balance, making a total of \$6000 a year, would be secured without doubt.

Nothing apparently remains to be done, therefore, beyond the selection of a competent agent acquainted with the possibilities of Birmingham and with the North and Northwest, and the appointment of a special committee to direct him, to equip Birmingham with valuable means of strengthening its already firm position as a centre of industry, and of increasing its importance by opening new channels and directing into them the material for steady, solid advancement.

THE LION'S SHARE FOR THE SOUTH.

Mr. John E. Searles Points to the Safe and Sure Way for Its Rapid Development.

The Manufacturers' Record has from time to time published interviews with conservative men who are anxious to see the South reach the condition justified by its possibilities. All of them have pointed to the necessity for a cultivation of a friendly spirit toward capital, and their general tenor has been that a partnership of capital and industry, with their safety assured by wise legislation, will result in a rapid development of manifold resources.

Others eminent in their various fields of thought and action have already spoken of the opportunity now held out, "as on a silver waiter"—golden, if the reader would prefer it—for the South as a section now to reach forth and seize. But no man so familiar with the forces which set in motion the money currents, so familiar with the caution which characterizes capital, as is John E. Searles, has so far manifested so lively, so cordial an interest in the South's welfare, and pointed out so plainly the straight, but by no means narrow, path which leads to a realization of the dreams of those who have for so many years been looking forward to the day when the South should be the most prosperous area (as it deserves to be) on the face of the earth. The spirit of friendly sincerity in which these words of wisdom were spoken insures for them a reception on the part of our people in keeping with the cordial spirit which the Manufacturers' Record is in a position to vouch for.

In an interview with Mr. Thomas P. Grasty, of the Manufacturers' Record, Mr. Searles says:

"If Secretary Herbert, in his recently-published interview in the Manufacturers' Record is correct in his estimate of fundamental conditions, and especially in assuming that the Anglo-Saxonism of the South may be relied upon to insure conservatism and sound principles, there is no reason why the Southern States may not come rapidly to the front as a field for investment and development, and enter upon an era of prosperity hitherto undreamed of."

"The Southern States have today larger and more valuable and varied undeveloped resources than any other region of which I have any knowledge. Capital, coupled with industry, will develop their resources with marvelous rapidity under favorable conditions, and it only remains for the sturdier Anglo-Saxon elements throughout the South to develop a public sentiment which is broad and fair-minded and just, and they will open the flood-gates through which there will flow in a tide of prosperity equal to anything we have seen in the phenomenal development of the Western States during the last three decades."

"It takes money to make money, and the money to make the South rich is awaiting investment in its fields and forests and mines, when the people of the South, putting aside the modern heresies regarding capital, reasserting inherited principles and living up to time-honored traditions, shall make the visiting dollar, like the visiting guest, safer in the South against any and all enemies than anywhere else in the world."

"The notion that in some way capital can be legislated out of the hands of its owners and into the pockets of the many is the popular delusion of the day, and this idea must give place to the truth."

"The whole trend of development in this country is toward economy of production and elimination of unnecessary

charges and useless burdens; hence by inexorable economic laws, other conditions being equal, raw material will be manufactured at, as nearly as possible, the point of production."

"Apply this principle to the products of the South and estimate, if you can, the multiplication, variety and extent of the industries awaiting development."

"But this development requires capital, you say, and so it does, and that capital, as I have already stated, is ready today for the construction and operation of new industries immediately it is seen that public sentiment in the South stands ready to adequately safeguard it and protect those who enter into partnership with its people for a common benefit."

"If at this particular juncture, where in many of the State efforts are being made to hamper capital and attempts by legislation to restrict its use, the South were to throw its doors wide open with guarantees of protection to investors, I believe there is in store for it such prosperity as would surpass anything the country has ever yet seen."

"Each year during which the people of the South delay such safeguards and such action is another year's postponement of the era of prosperity and of the general welfare."

AT WORK FOR DEEP WATER.

Houston Business Men Anxious for Greater Carrying Facilities.

Houston, Texas, June 21.

Considerable interest is manifested in this city, as well as all through Texas, in the meeting of the Trans-Mississippi Commercial Congress, which convenes at Salt Lake City July 14. It is expected that Texas will be well represented and ask that the 1898 convention be held in some city in the Lone Star State.

The people of Houston are intensely interested in securing a deep-water channel to the jetties at Galveston. Merchandise to the amount of \$23,140,733 went over Buffalo bayou to the sea last year, and Houston wants a channel which will admit the largest ocean-going vessels, believing the shipments will be doubled the first season. Government engineers have recently made a survey of this channel and it is expected that they will make a report of their work within a few days.

Orange, Texas, has on exhibit in the rooms of the Houston Business League an attractive and, at the same time, impressive showing of the lumber resources of East Texas. In an exceedingly heavy frame built of curly pine are three panel pictures, the largest of which gives a complete view of the town of Orange; the next a view of the town from the river front, and the third a view of the river itself. The larger picture extends across the entire frame; the middle scene, as well as the one above it, leaves space for panels made of the several timbers growing around Orange. Among these are panels of yellow pine, red cedar, red cypress, black willow, curly pine, ash, tupelo gum and sweet gum. This showing of the timber resources of East Texas has been seen by thousands of people who have visited Houston from all portions of the United States, and it has impressed upon all the importance of the lumber district of this State.

Houston is considerably agitated on the paving question; \$250,000 in cash will be spent in paving during the next

few months, and the material to be used is not yet decided upon. Representatives of asphalt, brick, granite and other paving materials are either upon the ground or have given notice that they will be here.

The Houston Business League has appointed a committee to secure data for the assistance of the council and board of public works, and no items of news are so interesting at present to Houstonians as those which concern paving.

The price of gas at Houston up to recent date has been \$3 per thousand for illuminating gas and \$2 per thousand for fuel gas. The council reduced the price of gas for all purposes to \$1.50 per thousand. The gas company has declined to furnish it at that price, but has reduced its price to \$2.

Tobacco culture is attracting considerable attention in this section of Texas, and some magnificent specimens have recently been brought to the Business League for exhibit.

A convention which will unite Gulf port interests in an effort to make a thoroughly effective display at the International and Trans-Mississippi Exposition at Omaha in 1898 is to convene in our sister city of Galveston, Tuesday, October 5, 1897, or at least that is the intention at present.

A large number of Illinois, Iowa and Nebraska farmers are at present making a thorough examination of the Texas coast country. One of the gentlemen told your representative that the trip was made in the summer to find out how this country looked during the warm season of the year. All of the delegations before this one made the trip in the winter.

Recently there has been much of discussion regarding the proposed electric car line which is to connect the cities of Houston and Galveston. Friends of the enterprise say that it will be built and operated.

The July "Southern States."

In the July number of the "Southern States" is published the first of three special articles on the subject of tobacco culture in the South. Their author is Mr. A. M. Howell, of Greenville, S. C., an authority in this country of such reputation that at the request of the government of New South Wales for the designation of a suitable man he has been selected by the United States Department of Agriculture to enter the service of the Australian Colony in the conduct of agricultural experiments, chiefly in the cultivation of tobacco. His articles deal not so much with the record of what has been done in that field in the South as in accurate and detailed suggestions of value to the man who proposes to engage in that department of farming or who would improve his methods.

Other articles of special interest are "Climate and Health," by Dr. Charles W. Dabney, Jr.; "Technology at the University of Tennessee," by Prof. J. B. Henneman; "The Round-Bale Exhibit" at the Nashville Centennial, and "Farming from Villages," by Col. Thomas B. Brooks, of Bainbridge, Ga.

Editorially the "Southern States" discusses education in agriculture, the basis of literary criticism in the South, and other live topics.

A tract of 20,000 acres of farming lands near West Point, Va., has been purchased by the Virginia Farming Co., Thos. B. Norvall, president, 207 Mutual Life Building, Philadelphia, Pa. The company intends to promote colonization and agricultural development of the property.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

New B. & O. Equipment.

Within the last four months the Baltimore & Ohio has ordered the following equipment: 4000 box cars, 500 coal cars and forty locomotives. This equipment is now being completed and delivered as fast as possible. It is stated that the business of the company has increased to such an extent that this rolling stock is absolutely necessary. The locomotives will replace many of the old engines which have become almost unfit for service. Among them are a number of what are known as the "Camel Back" model, which were in use before the war. Within the last year and a-half it is stated that about 10,000 freight cars and 140 locomotives have been ordered by this company.

A New Texas Line.

According to a Texas dispatch a bill has been passed by the legislature which allows the consolidation of the Houston & Texas Central and the Waco & Northwestern and Texas Central roads. A correspondent of the Manufacturers' Record states that as soon as this consolidation is effected, arrangements will be made to build a road from the Thurber coal mines, in the vicinity of Stephenville, Texas, to the Texas Central road. The idea of building a new line to the Thurber coal mines has been agitated several times and surveys have been made for the purpose. If the enterprise is carried out Galveston, Houston and other large cities will be placed in direct communication with the coalfields and the product can be shipped to them at a low figure per ton.

Baltimore Consolidated Railways.

Arrangements have been completed for the consolidation of the Traction and the City & Suburban railway companies, of Baltimore, under the title of the Baltimore Consolidated Street Railway Co. The new company will have a capital of \$10,000,000 and bonded debt of \$12,000,000, controlling in all about 185 miles of line in the city and suburbs. The consolidation is one of the most important financial transactions which has ever been arranged in the South, and makes the new company one of the largest street railway companies not only in this country, but in the world. The lines entering into the consolidation were described in a recent issue of the Manufacturers' Record. The officers of the company are as follows: President, Nelson Perin; vice-president and general manager, Wm. A. House; treasurer, F. S. Hambleton. The bonds which will represent the indebtedness of the new company are to run for 100 years and bear interest at 4½ per cent.

Another North and South Line.

According to a dispatch from Little Rock, Ark., preparations are rapidly being made with a view of commencing work at an early date on the Springfield, Little Rock & Gulf Railroad. This is the road which has been referred to briefly in recent issues of the Manufacturers' Record, and it is understood is being backed by Chicago parties, although a number of stockholders are from Arkansas and Missouri. The company has recently secured a grant from the State of Arkansas, through an act of the legislature, allowing it 1000 acres of swamp land for every mile of line completed in the State. It is announced that the line

will be built from Springfield, Mo., through Little Rock, Ark., to Alexandria, La., making it practically a north and south line through an important section of the Southwest. At Alexandria it would have a rail outlet to New Orleans by way of the Southern Pacific system, also an outlet to the Gulf by the way of Kansas City, Watkins & Gulf line, which at present terminates at Alexandria. At Springfield the new road would connect with two important systems, the Kansas City, Fort Scott & Memphis and St. Louis & San Francisco roads. The distance covered by the Springfield, Little Rock & Gulf Railroad will be about 450 miles.

Already bids have been received for constructing eighty-five miles of the line in Missouri. It is stated that the final surveys are being made along the right of way in Arkansas. The officers of the company are John A. Hinsey, of Chicago, Ill., president; John B. Jones, of Little Rock, Ark., secretary, and J. S. Bouslog, of Springfield, Mo., treasurer. Of the 4500 shares of stock in the company Mr. Hinsey controls 3087, the balance being divided among the directors.

A CONSERVATIVE INFLUENCE

The Americanism of Chesapeake & Ohio Trainmen.

One of the causes of the collapse of the American Railway Union, of which Mr. Debs and his associates make bold to say that socialism pure and simple was a cardinal doctrine, may be found in the Americanism which pervades the better-paid classes of railway employes in this country, and especially at the South. This is surprisingly illustrated by the result of some recent investigations made by me among the trainmen and engineers on the Chesapeake & Ohio Railway.

On the divisions of the Chesapeake & Ohio in Virginia east of Clifton Forge, out of thirteen passenger conductors, every one is native, "to the manner born," having arisen from brakeman to his present position. Anyone at all familiar with Virginia family names will realize that the very names of these conductors constitute an assurance of reliability which is the outgrowth of honesty and devotion to duty, bred in the bone. There is a Berkeley, a Blanton, a Michie, a Pettus, a Whitaker, among these gentlemanly passenger conductors, while the enginemen and the brakemen and freight conductors are, as a rule, native Virginians of recognized respectability and general good character.

During the last eight or ten years not a month has passed during which I have failed to make a trip over this portion of the Chesapeake & Ohio Railway, and not once have I heard a single utterance of disloyalty from an employe, nor a single complaint against the company or any of its officials. On the other hand, the trainmen, without exception, talk and act in every respect just as if they themselves owned the road, manifesting an ever-present sense of responsibility, coupled with a lively kind of personal interest in the success of the company. They all think Mr. Ingalls is the greatest man in America, and next to him, Mr. Fuller.

And so it has happened that not only are the trains run right, but there is less of that lamentable hostility to railroads in sections traversed by the Chesapeake & Ohio than almost anywhere else in the country.

The story of how, during the heavy traffic that went over the line to the World's Fair, not a single accident occurred, is an oft-told tale, as is the re-

markable record made during that six months in "getting there on time."

This happy state of things is due, as any of the trainmen will tell you, to the universal feeling that faithful service is not lost sight of under the "merit system" in vogue on this road, another effect of which is that no man is summarily discharged, or, indeed, given any ground for grumbling over a grievance.

THOMAS P. GRASTY.

ENLARGING THE COAL MARKET.

Birmingham's Field Connected with the Lower Mississippi.

A striking instance of the work which the Southern Railway is doing for the development of the South is had in the deal closed, according to a dispatch from Washington, in that city on Saturday between Mr. W. W. Finley, second vice-president of the Southern Railway Co., and the coal operators of the Birmingham district, whereby Alabama will be given the coal market of the lower Mississippi river, especially of the sugar-making district, which has been heretofore controlled by Pittsburg by reason of the expenses of the transfer from rail to water at New Orleans.

For some months Mr. Finley has been figuring out the possibilities of a rail and water line to consist of the Georgia Pacific to Greenville, where modern tipples are to be immediately erected, and from which point a line of barges with a capacity of not less than 1,500,000 tons a year is to be at once established. The difficulties in the way of the arrangement finally perfected have been as to the basis of concession and co-operation between the Southern Railway and the operators.

It is the opinion of those familiar with the Southwestern coal trade that this move resulting from the aggressive enterprise of the Southern Railway's management means a great impulse to Birmingham's interests.

Railroad Notes.

The receivers of the Baltimore & Ohio have obtained permission from the court to obtain additional terminal facilities in Philadelphia.

E. E. Wood has been appointed soliciting freight agent of the Piedmont Air Line and Asheville Fast Freight Line at Boston, Mass.

C. E. Jackson has been appointed traveling passenger agent of the Southern Railway Co., with headquarters at Chattanooga, Tenn.

W. G. Vanvleck, of the Southern Pacific Railroad, has been elected chairman, and Charles B. Peck, manager, of the Texas Car Service Association.

H. A. McFarland, of Galveston, Texas, has been appointed traveling freight agent of the Missouri, Kansas & Texas Railroad, with headquarters at Kansas City, Mo.

According to a dispatch from Port Arthur, the Kansas City, Pittsburg & Gulf Railroad has made arrangements to build its proposed piers and docks at its tidewater terminus immediately. It is expected that the docks will be finished by August 1.

The Baltimore & Ohio makes the following announcement of appointments: Edward B. Ashby, assistant engineer of the line east of the Ohio river; C. T. Manning, division engineer, with headquarters at Pittsburg; G. L. Hall, division engineer at Grafton, W. Va.

The June edition of the Official Railway Guide is an unusually valuable number, as it contains a large amount of information relative to summer resorts;

also timetables of railroad and steamship lines reaching these resorts. As usual, it has been compiled with greatest care, and is a book which should be in the hands of every traveler.

According to a dispatch from Cumberland, Md., the Baltimore & Ohio has hauled more coal from the George's Creek and Cumberland coal region than at any other time in its history. It is stated that the improved facilities have given the company an opportunity to handle a much larger quantity than heretofore for the New England market.

Among the orders recently received by the Maryland Steel Co. is one for 7500 tons of steel rails for Calcutta, India. The order is to be completed and shipped between now and September 1. Some time ago the Manufacturers' Record stated that this company had secured a large order for rails from Canada. Nearly 5000 tons of the order will be shipped within the next few weeks to Halifax and Prince Edward Island.

The Kansas City, Pittsburg & Gulf Company has determined to begin operation of through train service between Kansas City and Port Arthur, and sleeping cars are now running between these points by the way of Lake Charles, La. The tracks of the company are used between Kansas City and Lake Charles, and from that point the Southern Pacific tracks are used to the terminus. The distance by this route is 741 miles.

The Southern Railway Co. announces a number of important improvements to be made on the Alabama Great Southern division and in this section of the South. Rails have been purchased for the relaying of twenty-five miles of the Alabama Great Southern, while slag from the furnaces in the Birmingham district is used very extensively for ballast purposes. At present fully 3000 carloads per month are being placed along the line of the Southern.

A dispatch from St. Louis, Mo., announces that parties representing the Lindell Railroad Co. have secured the street railroads in what is known as the Missouri Railroad Syndicate, paying about \$2,300,000 for the property. The deal was negotiated by Edwards Whitaker and C. D. McLure, acting for the Lindell Railroad Co. The Missouri street railroad lines are twenty-six miles in length in all, of which nine miles are operated by cable and the balance by electric motors.

The Southern Railway Co. has adopted the Brown system of discipline, by which a record of the merits and demerits of the employes, as shown in this work, is kept. The record of the employes will be examined from time to time by the division superintendents, and if it is judged that one is not a suitable person for the position he holds, he may be discharged. The Southern has introduced this system with a view of enforcing a stricter observance of the rules and regulations. The officials anticipate much good from the employment of the system.

Judge Simonton, of the United States Circuit Court, has decided in favor of the Baltimore bondholders of the Cape Fear & Yadkin Valley road, who desire the road to be sold as a whole. For some time past a committee of the New York bondholders has had the matter in court, with a view of having the road sold to the highest bidder in sections. This has been opposed by Baltimore people interested. The line extends from Wilmington, N. C., across the State to Mount Airy. The road is at present in the hands of President John Gill, of the Mercantile Trust & Deposit Co. of Baltimore, as receiver.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

To Add 3000 Spindles.

The first annual meeting of the stockholders of the Arcade Cotton Mill, of Rock Hill, S. C., was held last week. The report of the president, Mr. R. T. Fewell, was read and received with much satisfaction. Full details regarding the transaction of business of the mill's first year's business showed gratifying progress. The president advised that 3000 additional spindles and 100 looms be added to the equipment, and the directors ordered this enlargement to be completed at once. The board of directors elected was J. R. London, R. T. Fewell, D. Hutchison, T. A. Crawford, J. M. Cherry and W. J. Rawlinson, of Rock Hill, S. C.; J. H. Sloan and D. A. Tompkins, of Charlotte, N. C., and J. E. Reynolds, of New York. Messrs. R. T. Fewell and W. B. Dunlap, president and secretary, respectively, were continued in their offices.

Textile Notes.

The Jonesboro Cotton Mill, of Jonesboro, Tenn., has resumed operations, employing sixty hands. Many orders are on hand.

The Swift Creek Cotton Mills, near Petersburg, Va., has resumed operations, under the management of the receiver, Mr. W. B. Tennent.

The directors of the Lynchburg Cotton Mill, of Lynchburg, Va., held a meeting last week, at which a semi-annual dividend of 4 per cent. was declared. The mill will be enlarged in the near future.

The new addition to the mills of the Sibley Manufacturing Co., at Augusta, Ga., has been completed by Mr. Wash. Adams, the contractor, and delivered to the company. During the next month the additional new machinery to be installed will arrive and be put in position.

The new buildings of the Georgia Southern & Florida Railroad, to be constructed at Macon, will consist of a machine shop 90x180 feet in dimensions, a blacksmith shop and a roundhouse to contain stalls for seven locomotives, in addition to an engine-house and tool-room.

According to a report from Ducktown, Tenn., about 1000 hands are now employed in the copper mills and smelting furnaces in that vicinity. It is reported that the smelters are running day and night, and that the Ducktown Copper Co. alone has nearly \$200,000 worth of copper ore ready for reduction.

Harper & Brothers are soon to publish a new collection of short stories by Mrs. Ruth McEnery Stuart, entitled "In Simpkinsville," including Mrs. Stuart's remarkable tale of "The Unlived Life of Little Mary Ellen," which was so widely discussed on its first publication in Harper's Magazine a few months ago.

According to a Philadelphia dispatch, business organizations in that city are agitating the question of operating a steamship line between Philadelphia and the South, to touch at the principal ports between Philadelphia and Jacksonville. Wm. M. Ayres and Mahlon N. Cline are portion of the committee of the Philadelphia Trades League appointed to look into the matter.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., June 22.

The cotton-oil market has not changed in any important particular since our last. The tone of the market is dull, and no new feature is present. An improvement in lard during the week had the effect of stimulating the cotton-oil market to slightly higher prices, but the movement was of an unstable nature, with prices again ruling as before. Lard is quoted at Chicago at 3.75 cents September delivery, which is an improvement to last week's prices. Tallow is somewhat firmer, and is quoted at 3 1/4 cents at this market. These are hopeful signs, and should naturally be reflected in cotton-oil prices. It is difficult to see how the next change in oil quotations will be other than an advance. Stocks in Europe are running low, while those available here are limited, which, taken into consideration with the upward tendency of animal products, it is reasonable to expect higher prices for cotton oil. As already referred to, the statistical position of cotton oil, with anything approaching a normal demand, would indicate an advancing market, while the rumor that a late cotton crop will be among future contingencies, if verified, would doubtless expedite the progressive movement. The general improvement in other lines, however slight, will doubtless prove helpful to the cotton-oil business. The probable action of European governments with regard to the new tariff in relation to cotton oil is a matter for concern in the trade, and one which should be considered in reviewing the prospective situation. Enquiries from France are more numerous, and at a slight concession from current prices considerable business could be done. Receipts are very light, less than 2000 barrels arriving during the week. The action of the board of managers of the Joint Traffic Association in charging full local freight rates to shippers on oil, refined at a point other than the mill in which it was produced, has caused dissatisfaction among the refiners, but there is some doubt as to its enforcement. Crude oil is slightly easier, and bidding is well under 16 cents at near coast points, although the article is becoming very scarce. The lack of demand for refined has caused refiners to be indifferent to crude, unless at a temptingly low price, say 15 cents. The following are closing prices: Crude, nominal, scarce and not quoted; crude, loose f. o. b. mills, 16 to 17 1/2 cents; prime summer yellow, 23 1/2 to 23 3/4 cents; summer, off-grade, 23 cents; yellow, butter grades, 26 to 27 cents; white, prime, 26 1/2 cents, and soap stock 1/2 to 3/4 c. per pound. Liverpool refined oil is quoted at £15 3s., the market being steady. Total exports for the week aggregate 2540 barrels, of which 900 were for Holland and 850 for France.

Cake and Meal.—Cake is selling here in a jobbing way at \$19.50 per ton. The improved domestic demand for meal as a fertilizer, together with the activity displayed in the market for cake and meal abroad, has had the effect of still further strengthening prices on the recent advance, but at this writing weakness is in evidence. From Galveston and New Orleans 2250 tons of cake and meal were exported during the week.

Cottonseed-Oil Notes.

Among the shipments of cottonseed

products from the port of Galveston, Texas, during the month of May were 2312 tons of cottonseed cake and meal to Germany and 310,423 gallons of cottonseed oil to Great Britain and the Continent.

The contract for the building of the new cottonseed-oil mill at Winona, Miss., was let last week to W. H. Neil, of Greenville, he being the lowest bidder. The contract for the machinery was let to the Webster Manufacturing Co., Chicago. The manager, Mr. R. A. Allison, expects to have the plant in operation for fall business.

A meeting of the cotton-oil men was held at Lookout Inn, Chattanooga, Tenn., last week, the proceedings of which are not made public. It is surmised, however, that the question of prices and production was considered and that a quasi trust was discussed. Representatives from all the leading cottonseed-oil centres were present.

Mr. E. Van Winkle, of Atlanta, visited Rome, Ga., last week to discuss the plan with capitalists of that city for the establishment of a cottonseed-oil mill and ginnery. Mr. Van Winkle proposes to build a ginnery with a capacity of fifty bales a day and, in addition, to erect a cottonseed-oil mill with a capacity of twenty tons a day.

The annual report of the Southern Cotton Oil Co. for the year ending April 30 shows net profits of \$63,025, against \$30,820 for the previous year, and \$210,462 in 1895. A dividend of 4 per cent., payable June 15, was declared, calling for \$80,000. Cash assets exceed liabilities by \$483,898. Since the date of the report \$250,000 of liabilities have been paid off.

The market for cottonseed products in New Orleans last week was quiet, with quotations unchanged. Receivers' prices were reported as follows: Cottonseed, \$8 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, \$18.50 to \$18.75 per short ton of 2000 pounds; for export per long ton of 2240 f. o. b., \$20 to \$20.25; oilcake for export, \$20 to \$20.25 per long ton f. o. b.; crude cottonseed oil, at wholesale or for shipment, strictly prime in barrels per gallon, 17 to 17 1/2 cents; loose per gallon, 15 1/2 to 16 cents, according to location of mill; refined cottonseed oil, prime in barrels per gallon, at wholesale or for shipment, 22 1/2 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 10 to 15 cents; linters, according to style and staple—A, 3 3/4 cents; B, 3 3/8 cents; C, 2 7/8 to 3 cents; ashes, none.

Along with a series of life portraits of Andrew Jackson, McClure's Magazine for July contains a paper of reminiscences of Jackson by his granddaughter, Rachel Jackson Lawrence, who was reared in his house and received, perhaps, his last conscious look when he died.

In an historical article recalling the destruction of our national capital by the British forces in 1814, Clifford Howard, in the July Ladies' Home Journal, shows that Dolly Madison, the most beloved and popular woman of her day, was courageous and fearless in the face of grave danger.

The faculty of minute observation, so conspicuous in Mr. James's fiction, finds expression in the letters from London which he is now contributing at regular intervals to Harper's Weekly. They are, indeed, unique in their personal and characteristic treatment of matters in the world of art.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record, Baltimore, Md., June 24.

In the local lumber market business is of a somewhat improved character in certain lines, and there has been considerable stuff moving during the past week. Prices may also be written a shade firmer for all desirable grades of lumber, while in air-dried yellow pine there is a better demand, with values steady, but not quotably higher. Boxmakers are now running their factories, some at their full capacity, while others are making half and three-quarters time. There is a fair inquiry for lumber from this source, and also from yardmen and builders. Kiln-dried North Carolina yellow pine is firm, with a better demand, and a number of sales of round lots are reported during the week. White pine is showing up to better advantage, and prices are very steady. The hardwood market is quiet, especially in a local way, while from out-of-town there is more inquiry. The export trade does not show much material improvement, and shippers report the situation as unsatisfactory.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE	
5-4x10 No. 2, kiln dried.....	\$12 50@ 13 50
5-4x12 No. 2, kiln dried.....	14 00@ 15 00
4-4x10 No. 1, kiln dried.....	15 00@ 16 50
4-4x12 No. 1, kiln dried.....	15 50@ 16 50
4-4 nar. edge, No. 1, kiln dried.....	13 00@ 14 00
4-4 wide edge No. 1, kiln dr'd.....	17 50@ 18 50
6-4x10 & 12, No. 1, kiln dried.....	23 00@ 24 00
4-4 No. 1 edge floor, air dried.....	13 50@ 14 50
4-4 No. 2 edge floor, air dried.....	10 50@ 11 50
4-4 No. 1 12-in. stock, air dried.....	15 50@ 16 50
4-4 No. 2 12-in. stock.....	12 50@ 13 50
4-4 edge box or rough wide.....	7 50@ 8 50
4-4 edge box do. (ord. widths).....	6 50@ 7 50
4-4 12-in. rough.....	9 00@ 10 00
1/2 narrow edge.....	5 50@ 6 50
1/2 wide.....	6 50@ 7 50
1/2x9 1/4 and 10 1/4-inch.....	8 50@ 9 00
Small joists, 2 1/2-12, 14 and 16 long.....	7 50@ 8 50
Large joists, 3-16 long and up.....	8 00@ 9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@ 8 00

WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	\$47 00@ 48 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 00@ 43 00
Good edge culls.....	14 50@ 15 50
Good stock.....	16 50@ 17 50

CYPRESS.

4-4x6, No. 1.....	\$19 50@ 20 50
4-4x6, No. 2.....	13 50@ 14 50
4-4x6, 16 feet, fencing.....	10 00@ 11 00
4-4x6, rough.....	8 50@ 9 00
4-4 rough edge.....	8 00@ 8 50
4-4 edge, No. 1.....	16 00@ 17 00
4-4 edge, No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	25 00@ 26 50
Gulf, 6-4, Nos. 1 and 2.....	23 00@ 30 00

HARDWOODS—WALNUT.

5-8, Nos. 1 and 2.....	\$35 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00

OAK.

Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	\$30 00@ 34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@ 55 00
Culls.....	10 00@ 15 00

POPLAR.

Nos. 1 and 2, 5-8.....	\$24 50@ 25 50
Nos. 1 and 2, 4-4.....	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	11 50@ 12 50

SHINGLES.

Cypr., No. 1 h'rts, sawed, 6x20.....	\$6 25@ 7 00
No. 1 saps, sawed, 6x20.....	4 75@ 5 00
No. 1 hearts, shaved, 6x20.....	6 00@ 7 00
No. 1 saps, shaved, 6x20.....	4 75@ 5 00

LATHS.

White pine.....	\$1 85@ 2 00
Spruce.....	2 00@ 2 10
Cypress.....	1 50@ 1 60

Norfolk.

[From our own Correspondent.]
Norfolk, Va., June 21.

In nearly all departments of the lumber industry here there is a better feeling among manufacturers as the prospects grow brighter of a final disposal of the tariff bill. The lumber market generally is firmer in tone, and although not by any means active, there is a steady de-

mand both from domestic and foreign sources. North Carolina kiln-dried yellow pine of the better grades is active, and prices show a decided firmer tone throughout. Stocks both here and at all interior milling centres are light and at some points a decided scarcity in certain grades. Air-dried lumber is moving slowly, and prices are about steady, except for the better grades, which show a slight appreciation in values. Box lumber is dull with values easy. Nos. 1 and 2 grades 4-4, 6-4 and 8-4 are selling, and the demand is about equal to the supply. Planing mills are running mostly on full time, and the market for dressed lumber is fairly steady, with a moderate demand. The local demand is very good, as there is a large amount of building going on in the city and at suburban points. In fact, all the woodworking concerns are now getting a fair share of business and their output shows a material increase over former years. Shipments of lumber by water are about as usual and vessels are being offered freely, with no change in rates.

Mobile.

[From our own Correspondent.]

Mobile, Ala., June 21.

The timber and lumber industry both here and at adjacent points is reported active, with a good foreign and domestic demand in nearly every avenue. The advices from Great Britain and the Continent continue very favorable, and manufacturers and shippers are quite encouraged by the outlook. Sawn timber is in fair demand at 10½ cents, and hewn timber will bring 10 to 12 cents, basis of 100 cubic feet, average B1 good, and contracting at nominal figures. There is a moderate demand for hewn oak at 18 cents per cubic foot for first-class. Hewn poplar is in limited demand at 12 cents per cubic foot for large, average girth. Among the shipments during the past week the following vessels are reported: Ship Servia for Fleetwood, England, with 18,802 cubic feet of sawn timber, 55,041 cubic feet of hewn timber and 27,317 superficial feet of lumber; bark Gilda M. for Cardiff, Wales, with 42,246 cubic feet of sawn timber, 5063 cubic feet of hewn timber and 13,926 feet of lumber; steamer Dumois for Bocas del Toro with 12,586 feet of lumber, and schooner Blomidon for Mayaguez, Porto Rico, with 245,000 feet of lumber. Among the charters reported last week in New York were the following: British bark Belvidere, 762 tons, from Mobile to Buenos Ayres with lumber at \$12; a schooner, 309 tons, from Mobile to Matanzas at \$7, U. S. gold, and a British schooner, 146 tons, from Moss Point to Matanzas with lumber at \$7, U. S. gold. The total shipments of lumber from this port since September 1, 1896, amount to 59,073,026 feet, against 49,866,750 feet for the corresponding period last year. The total shipments of sawn timber for the same period aggregate 4,902,114 cubic feet, against 1,926,151 cubic feet last year.

Savannah.

[From our own Correspondent.]

Savannah, Ga., June 21.

The movement during the past week in both lumber and timber has been fairly active and the market generally firm for all desirable material. Reports from all milling centres in this section of the State are very favorable, and orders are coming in quite freely. Prices are, however, not advancing to any great extent, but are generally firm at quotations. At Brunswick and Darien shipments are good, and quite a large trade is now being transacted at the former port with Spanish ports on the Mediterranean, and it is said that Brunswick loads two-thirds

of the Spanish vessels trading on the Gulf and South Atlantic ports. The business at present in crosssties both here and at nearby ports in this State is active and the industry showing a material increase over former years. At the close of the market on Saturday quotations ranged as follows: Ordinary sizes, \$11 to \$12; difficult, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. Among the shipments during the past week were the following: Schooner Vanleer Black with 495,945 feet of pitch-pine lumber, schooner Jennie Thomas with 495,845 feet and schooner Stephen D. Loud with 435,000 feet, all for Baltimore. The schooner Jennie S. Hall cleared for Portland, Maine, with 364,537 feet of pitch-pine lumber, and the Italian bark Marin T. for Liverpool with 395,998 feet of lumber, 92,880 feet of resawed lumber, 74,762 feet of deals and small timber and 15,000 feet of ash logs. New York steamers took out 150,650 feet of lumber, Baltimore steamers 227,064 feet and Boston steamers 101,390 feet. The schooner Rob Roy cleared for Philadelphia with 359,975 feet of lumber. There is no material change in freight rates on lumber or timber. Rates from this and nearby ports of Georgia are quoted at \$4 to \$4.50 for a range including Baltimore and Portland, Maine. The following charters were reported in New York last week: Schooner Mary L. Crosby, 463 tons, from Brunswick to New York with lumber on private terms; schooner Nimrod, 279 tons, from Brunswick to two Sound ports with lumber at \$4.62½; a schooner, 525 tons, from Brunswick to Knightsbridge, Jamaica, with lumber at \$5.62½ and shingles at \$1.50; a schooner, 452 tons, from Brunswick to Boston with lumber at \$4.37½, and schooner Ann J. Trainor, 406 tons, from Brunswick to New York with lumber at \$4.37½.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, June 19.

The lumber trade in this section has shown a rather lighter demand for the past week or ten days, but the manufacturer is holding his ground and buyers are receiving no concessions on the lists recently issued. Railroad business is looking up; although the orders have not been flush, still there has been a better inquiry, and it is generally expected that this branch will soon receive the stimulus of a good line of orders in the near future, as the Texas roads, encouraged by the crop prospects, are beginning to make ready to move the crop, and will soon be at work on their improvements along the line. The Kansas City, Pittsburg & Gulf Railroad placed an order with local mills during the week which calls for about 1,000,000 feet, consisting principally of ties and piling for its terminals at Port Arthur. At other points throughout the State extended building is contemplated this season, and inquiries are frequent for timbers. In fact, a better feeling is noticeable all through these parts. The mills in the counties north of here are securing a good run of business. At Call Station the mill has been making a good run, and is cutting at the rate of about 100,000 feet a day. The mill is now getting out a bill for the Santa Fe system.

The shingle market continues very dull. The Louisiana Cypress Shingle Association is advocating an advance in prices, but up to the present time the old lists continue in force, and very few shingles are being manufactured in this section.

In the export line there is considerable activity, and enough vessels are now at the "Pass" to occupy exporters for thirty

days. There are, of course, other bills booked, which will require their attention as soon as the cargoes now loading are completed. The Mexican trade has shown a steady growth, and is now giving the mills a good business. Another large cargo left Sabine Pass last Monday on the steamship Bernard Hall for England. Her cargo consisted of 1,500,000 feet of timbers, and she crossed the bar with no difficulty drawing twenty-one feet and six inches.

St. Louis.

[From our own Correspondent.]

St. Louis, Mo., June 21.

The situation here in nearly all departments of the lumber market remains without special change, and the volume of business continues to show a moderate expansion. In yellow pine there is a good demand, and orders are being received in greater numbers and for larger lots of material. Commission men and others engaged in the lumber industry are not by any means satisfied with prices, and at present values for yellow pine there is little or no margin of profit. Reports from all the interior mills show stocks to be light, and the cut is generally shipped promptly as it comes from the mill. A number of mills are reported working overtime in order to keep pace with their orders, prices for which are often cut in order to be obtained. Cypress is in fair demand, but the market is not brisk, although there is a fair carload business reported. Prices for cypress hold up remarkably well and are generally firm throughout the list. In the hardwood business conditions are reported more favorable, orders coming in rather more freely, while prices are slightly firmer. There is an active demand for railroad and car oak and oak bridge plank, with a fair movement in implement and chair stock. Oak generally is moving freely, both in quartered white and plain red, and conditions are very favorable for a good fall trade, as local and out-of-town factories have recently been buying only to meet present requirements. Cottonwood is in active demand and prices firmer, and receipts are about sufficient to meet present necessities. In poplar there is a fair movement, and stocks at all the mills are fully ample for the demand, while prices are very steady, with the inquiry mostly for wide boards and thick squares. Thick stock in ash is in good request, with stocks about equal to the demand. There is a good export trade in walnut uppers, with a better movement of common and cull stock. Receipts of lumber both by rail and river are larger than for the corresponding period last year, and stocks in all the yards are well assorted.

Lumber Notes.

The saw mill of Clark & Vaughn, at Mobile, Ala., was destroyed by fire on the 14th inst. The loss is between \$3000 and \$4000, with no insurance.

The lumber-yard and planer sheds at Bowers, Texas, belonging to W. T. Carter & Bro. were destroyed by fire last week. The loss is estimated at \$5000, covered by insurance.

The steamship Drummond cleared from Bay St. Louis, Miss., last week with 800,000 feet of lumber, and the steamship Bantala was loading a cargo of 1,105,050 feet of lumber, consigned to a railroad syndicate in Cairo, Egypt.

During the past week there was shipped from the port of Darien, coastwise and foreign, 3,929,746 feet of timber and lumber, valued at \$40,550. The timber shipments, foreign and coastwise, for the year ending the 30th of current

month will aggregate 80,000,000 feet. This will not include the many millions of feet of pine and cypress which is received at Darien and is towed to the St. Simon's mills.

The receipts of lumber at the port of New Orleans last week amounted to 1,491,000 feet, shingles 160,000, laths 39,000, oak staves 122,400 and cypress staves 64,000. The receipts of lumber for the season to June 17 amounted to 62,000,000 feet, against 79,640,128 feet last year.

Mr. H. Buddig, of New Orleans, has sold to F. W. Zimmerman, of Iowa, the late Liddle Lumber Co.'s property, located in Handsboro, Miss. The consideration was \$10,000 in cash. The new owner's intention is to get the plant in order this summer for the coming winter's business.

The retail lumber dealers of Texas met on the 10th inst. at Yoakum, Texas, the object of the meeting being preliminary to the organization of a dealers' association for South Texas. A general meeting of all the retailers in sympathy with the movement is called to meet on July 20 at Cuero, Texas.

Our item in last week's issue referring to the incorporation of the Rodgerville Spoke & Handle Manufacturing Co. should have read the Ridgeville Spoke & Handle Manufacturing Co., of Ridgeville, S. C. Edward H. Hutchinson is secretary of the company, which proposes to conduct a business of the nature indicated by its title.

It is stated that the barrel manufacturers of Georgia object to the recent ruling of the railroad commission putting the minimum carload weight on barrels at 10,000 pounds, instead of 15,000. The Atlanta Cooperage Co. and the Macon Barrel Factory have made complaint to the State railroad commission, the case to be heard on the 29th inst.

The Cow Creek Tram Co.'s mills at Call, Texas, are now running on full time, averaging 100,000 feet of lumber daily. This company will soon ship one bill of 150,000 feet to Galveston, and is cutting on a large order of bridge timbers, stringers and car sills for the Gulf, Colorado & Santa Fe Railway. Its tram is also very active, having completed a shipment of 300,000 feet of pine lumber to Sabine Pass for export.

Among the shipments of wood products from the port of Brunswick, Ga., last week were the following: Schooner W. H. Shubert for Wilmington, Del., with 9910 crosssties; schooner Jacob Reed for Boston with 406,000 feet of lumber; schooner Laura C. Anderson for New York with a cargo of 19,300 crosssties from George Baxter & Co. The Hilton-Dodge Lumber Co. made a shipment of 150,000 feet of satin walnut by the Spanish steamship Ramon de Larrinaga for the Mediterranean.

The following shipments of wood products were reported last week from Jacksonville, Fla.: Schooner Cactus for Providence, R. I., with 417,000 feet of lumber; schooner Adele Ball for Irvington-on-the-Hudson with 200,000 cypress shingles and 320,000 feet of yellow-pine lumber, and the schooner Wickham with 10,000 feet of oak lumber, 103,000 feet of cypress timber and 800,000 shingles, both cargoes from the Wilson Cypress Co. The schooner John W. Hall cleared for New York with 342,000 feet of cypress lumber, and the schooner Richard F. C. Hartley for Providence, R. I., with 400,000 feet of yellow-pine lumber. The Clyde Line steamers took out over 1,000,000 feet of yellow-pine lumber, 6000 bundles of shingles and 11,000 crosssties.

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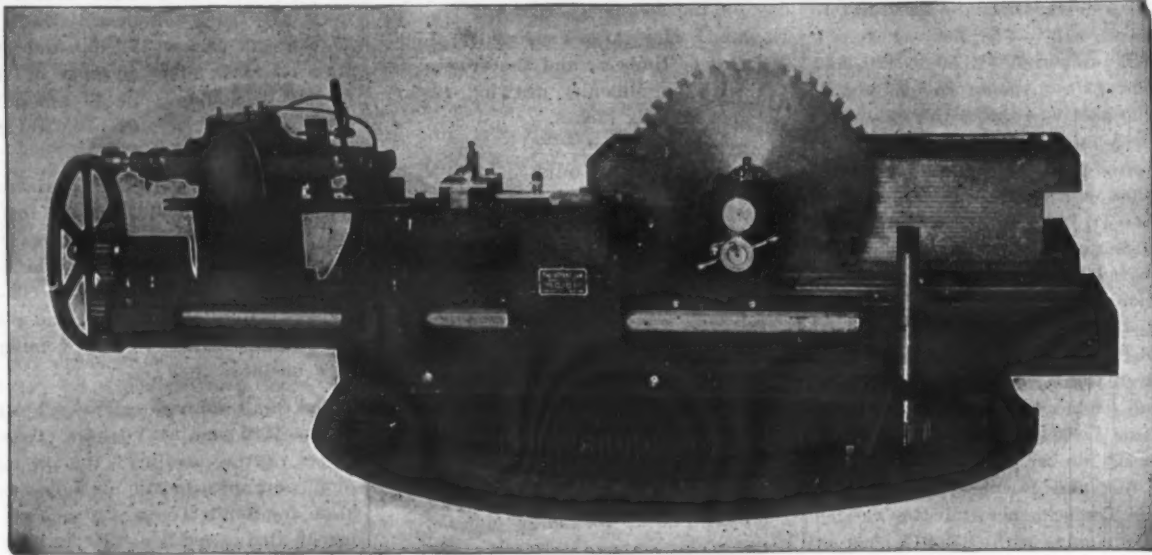
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MECHANICAL.**New Power Saw.**

New features embodied in a power saw, interesting to all metal-workers, es-



NO. 15 POWER SAW.

pecially bridge builders and structural-iron workers, are shown in the new No. 15 power saw illustrated herewith.

The No. 15 power sawing machine has been constructed specially for bridge builders, architectural-iron works and other metal-workers handling large structural steel and other heavy metals, keeping in mind the special needs of this class of metal-workers for a machine that is not only substantially and compactly built, but one which occupies smallest space and is capable of being handled with the least possible amount of power, and with the greatest ease. It has always been the policy of the manufacturers of the Bryant saw to discuss most freely all points raised by practical men, either suggestive or critical, looking to the betterment or adaptation of these machines to practical work.

Among the special features embodied in the No. 15 power saw are: The saw blade is twenty-five inches in diameter, being amply large for a very wide range of work, and is provided with one faced side, making this machine very valuable for mitre work; also for bridge coping, a class of work to accomplish which emphasizes the value of the cold saw.

The advantages of lateral adjustment of saw blade, requiring but a minute to set the saw to "line," are too apparent to need more than passing mention. This feature dispenses entirely with the necessity of moving heavy work where in sawing to scribe the adjustment required is less than two inches.

The cam-lever movement feed, allowing the operator to change instantly from slow to fast, or vice versa, without stopping or even checking the speed of the saw, commends itself as a very valuable improvement. A stop, by which the operator can immediately throw the machine out of gear, so as to avoid danger or injury in cases of emergency, is also provided.

The available surface of saw blade above the arbor is ten inches; available surface of blade to the right of arbor, horizontal with the lower table, ten inches; height of extra table, twelve inches, the blade extending down four inches below the surface of the lower table.

Each machine is fully guaranteed and sent out subject to acceptance after test trial, being provided with clamps, grinder for sharpening blades, etc. Any additional information desired will be cheerfully furnished by the manufacturer, the

Q & C Company, of Chicago, Ill., offices at 700 Western Union Building.

Brickmaking Machines.

During the past twenty-five years there has been a great change in the line of

one of the machines which is offered to the trade by the Henry Martin Brick Machine Manufacturing Co., Incorporated, of Lancaster, Pa., as being fully suited to the wants of the brickmaker and which produces a brick which is the

among their closest friends some of the largest and best-known concerns in America.

The frames of these machines are made of the best selected white oak, thoroughly braced with all-iron rails, and each part is constructed with the view of withstanding the rough life of a brick-yard. It is perfectly self-striking and automatic in its working.

The operation of the Martin machine is very simple. The clay is usually soaked in pits for a time, say over night, and is fed into the back of the machine at the top, and is thoroughly tempered by means of a set of knives fitted on an upright shaft; it is then forced to the press box and pressed through dies into the molds; these molds are then forced out on to the table ready to be dumped into pellets on the open floor.

As the molds come from beneath the press the tops are thoroughly cleaned off by means of an automatic strike, which leaves the faces of the brick perfectly smooth and uniform.

The Henry Martin Company builds machines for any capacity desired, for steam or animal power.

Full catalogues, plans, etc., are at the disposal of anyone interested.

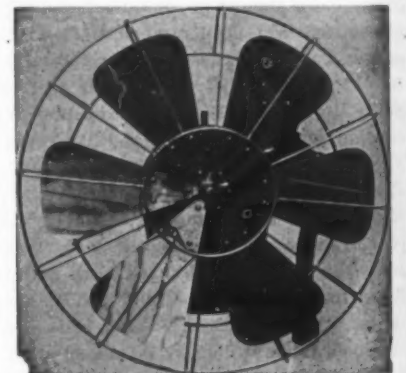
Water Motor and Fan.

A useful, neat and attractive water motor and fan is being offered by the Schneider Manufacturing Co., of 401 Garfield Building, Cleveland, Ohio.

This motor and fan is known as the Gem, and was placed on the market last year, meeting with much favor.

It consumes, the makers claim, one-third less water than any other motor on the market, using a jet one-sixteenth of an inch and less, according to the water pressure.

It is efficient and gives high results. The motor was designed and built entirely upon scientific and mechanical principles, Mr. G. P. Schneider, the inventor, having spent several years in bring-



WATER MOTOR AND FAN.

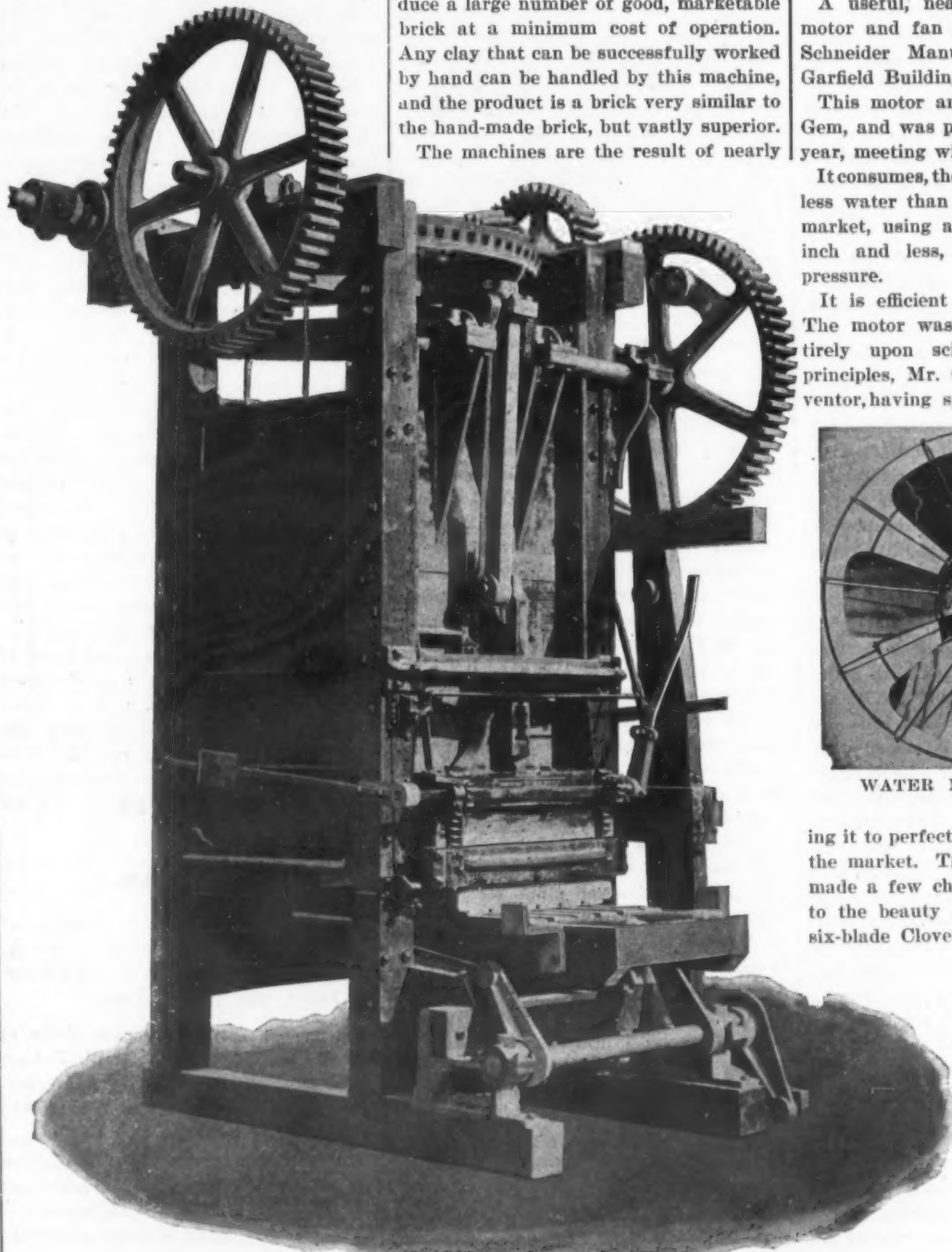
ing it to perfection before placing it upon the market. This year there have been made a few changes, which add greatly to the beauty of the motor. The new six-blade Clover-leaf fan is very attrac-

brick manufacturing, and at this present time no brick-yard is complete without a good, reliable brickmaking machine.

bricklayer's "ideal."

These machines are built for strength and durability, and are intended to produce a large number of good, marketable brick at a minimum cost of operation. Any clay that can be successfully worked by hand can be handled by this machine, and the product is a brick very similar to the hand-made brick, but vastly superior.

The machines are the result of nearly



THE "MARTIN" BRICKMAKING MACHINE.

A machine capable of working any kind of clay and making any size of brick should naturally commend itself to the attention of the live brickmaker.

The accompanying illustration shows

forty years' practical experience in handling clays of various natures. They are used by over 3000 practical brickmakers throughout the United States, Canada and, in fact, the entire world, numbering

tive, being gracefully put together and perfectly balanced, so much so that with a new improved bearing a slight breeze will turn the blades.

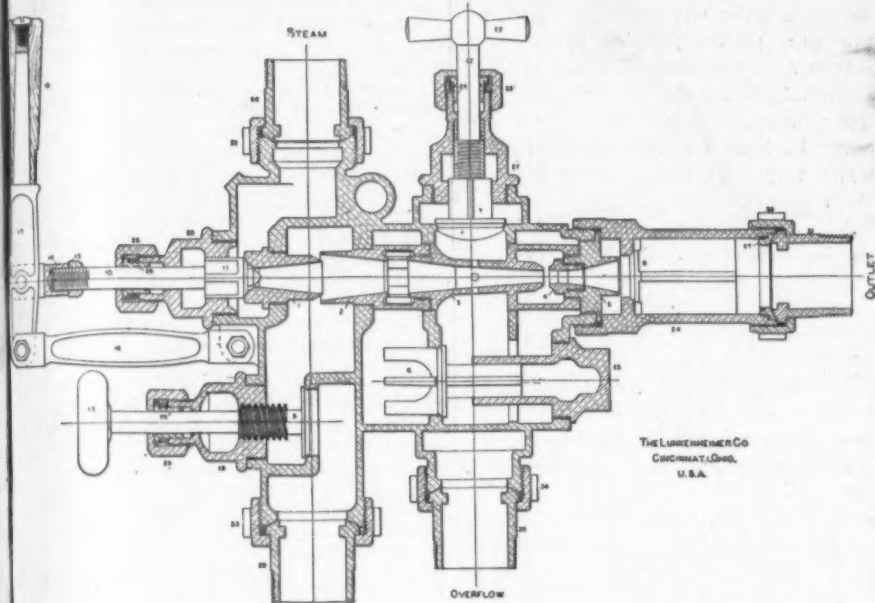
The new guard also attracts particular

notice. Hitherto guards have been built, it is stated, for fans with the simple idea of covering over a space covered by the fan to prevent any accident of catching the hand in the blade or of articles falling against it. This year the Schneider Company shows a guard which is symmetrical in every way and makes of the motor an ornament for any place. The Gem water motor fan is especially adapted for counter, store, office and cafe use and for hotels and private dwellings.

Lunkenheimer Injector.

The Lunkenheimer injector is an automatic, single-tube machine of the fixed-nozzle type. By "automatic" is meant

and third overflow chambers and tends to close check valve 6 to its seat, which causes all the water to pass through the combining tube 3 and thence through check valve 7 into the atmosphere. As soon as the right proportion of water to steam is arrived at to give the mass the necessary velocity to overcome the boiler pressure on line check valve 8, check valve 7 is closed by the pressure of the atmosphere, the injector stops overflowing and the water passes into the boiler. The time which it takes to perform the action described above is very brief; in fact, in most cases the injector is in operation by the time the lever of the steam valve 16 is drawn back.



SECTIONAL VIEW OF LUNKENHEIMER INJECTOR.

that should the machine stop forcing (due from interruption of steam or water supply), the injector will restart without attention as soon as the supply is resumed. When the injector "breaks" from stoppage of water supply the steam will not go down the suction pipe, thereby heating the water and rendering it too hot to work, or where supply is taken through meter, injuring same, but will blow through injector into the atmosphere, thereby creating a strong draft through the machine, and when the water supply is resumed it will come up to the injector, which will start at once to force it into the boiler without any attention from the operator. In the Lunkenheimer automatic injector the check valve is so made that it will not cut out, and even though it should not be perfectly tight, it will not materially impair the working of the machine. It has no delicate or complicated mechanism; the several parts are large and easy of access for examination and repairs without the use of special tools to remove same. Owing to its construction, the injector will start promptly at all steam pressures from thirty pounds up to 250 pounds, and higher on lifts not exceeding eighteen feet. It is not necessary to prime the injector in starting it, as the single movement of the lever is sufficient to admit steam, and the water is promptly lifted to the injector, which will at once start to work and force it into the boiler.

The operation of the injector is as follows: Steam is admitted to the injector by opening steam valve 11 by means of the lever 16, and it passes through the tubes and out the overflow; the water valve 9, being open, creates a strong draft through the machine and suction pipe, discharging the air, and the water rises in the suction pipe to the injector, and is carried through the water-lifting tube 2 and passes out, part through check valve 6, located in first overflow chamber, and part through the combining tube 3, which discharges into second

The capacity is increased or decreased by throttling the water supply with the valve 9, situated in the suction branch of the injector body. By this method it is possible to reduce the capacity fully 50 per cent. from the maximum amount it will discharge, and the injector will run as steadily when discharging its minimum capacity as its maximum.

This injector has a long working range. The proportions of the tubes and internal valves have been a subject of considerable study with the manufacturers, and experience has shown that the injector will come up fully to all that is claimed for it. Many manufacturers claim for their injectors results which are only attainable under the most favorable conditions in well-equipped laboratories and testing rooms, but the best test is that of actual service. Lunkenheimer injectors are designed to show good results.

A glance at the sectional view of the Lunkenheimer injector impresses the observer with the absence of complicated mechanism and delicate parts; also of outside connecting links and other unreliable attachments which tend to make injectors liable to get out of order easily and uncertain of action. There are claimed to be but one-half as many pieces in this injector as in any other of its class, and attention is called to the fact that the steam and water valves and line check valve are all included in the injector casing.

For further information address the manufacturer, the Lunkenheimer Co., of Cincinnati, Ohio.

Screens for Phosphate Mines.

Among the manufacturers of perforated sheet metals of all kinds for all uses, Messrs. A. J. Beckley & Co., of Garwood, N. J., are prominent.

Mr. A. J. Beckley, of the firm, has for several years been experimenting in an endeavor to produce a machine for the manufacture of fine flat screens, and has succeeded in devising a machine which

makes such a screen as shown in our illustration.

The machine will make fine flat screens for phosphate mines, and can punch any size slot and distance apart, and at only



METAL SCREEN.

two-thirds the previous cost of this class of screens.

Messrs. A. J. Beckley & Co. have long been known to users of perforated sheet metals, and prospective users of that class of goods or present users are invited to send for catalogue and prices.

Double Radial Borer.

A machine that bores two holes from one to sixteen inches apart, at any angle, is one that is of the utmost advantage to users of woodworking machinery, and that is what is offered by the Cordesman Machine Co., of Cincinnati, Ohio, in its patent improved double radial borer, illustrated in connection with this article.

This machine is intended to bore two holes at the same time, at any angle from the horizontal to the vertical, and any distance apart between centres from one to sixteen inches. For doweling chair, cabinet, carriage, car and other similar work it is a very valuable labor-saving tool.

The frame is cast in one heavy piece, has a large, well-expanded base and will stand firmly and solidly on the floor.



PATENT IMPROVED DOUBLE RADIAL BORER.

The two spindles are mounted on a radial frame, which is substantially fitted in a bored-out socket, and can be readily secured at any angle.

One spindle always retains a central position, while the outer one is adjustable by a hand wheel and screw on planed dovetail ways. A handy clamping nut is provided to secure same when set.

Both spindles and their pinions are made of the finest grade of steel, and revolve in long, carefully-fitted bearings.

The driving gear is carefully cut and matched, so there will be little or no noise or jar caused by improper fitting. The large, intermediate gear revolves on a stud which is fitted to a radius arm, so arranged that it keeps all gears in proper mesh with one another. By slacking a nut this gear may be thrown out of mesh with both spindles, so that a single spindle can be used at any time without running the gearing.

The table is gibbed to the column on dovetailed ways, and is raised and lowered by a convenient hand wheel and screw.

The table is moved to and from the bits by a patent treadle and lever, the arrangement of which is very simple and requires no loosening or fastening of nuts or bolts whenever the vertical position of the table is changed, as is the case of other contrivances of this kind.

A countershaft and two bits are furnished with each machine. The tight and loose pulleys are 7x3 inches and should make 950 revolutions per minute.

Georgia Ores to Be Displayed.

Governor Atkinson has determined that Georgia shall be properly represented at the International Gold Mining Convention, which will meet at Denver, Col., on July 7. It is stated that the convention will be attended by several hundred representatives of mining interests of North and Central America. Governor Atkinson has appointed thirty delegates, and steps are to be taken immediately to collect exhibits of Georgia ores to be taken to Denver. The State geological department will collect the specimens.

An important and very interesting historical paper is the leading article in

Frank Leslie's Popular Monthly for July. It is entitled "Heroes of the Neutral Ground," and treats of the little-known history of the patriots who protected the homes and people of the Saw Mill valley, N. Y., from the raids of the British during the Revolution. It is written in an attractive style by John P. Ritter, and is profusely illustrated.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., June 24.

The local phosphate market is a shade more active, with a better demand from manufacturers, in sympathy with the activity in other fertilizer ingredients. In the South Carolina field the work of mining is being carried on more vigorously, and several new companies have gone to work. The demand is better, both from foreign and domestic sources, while prices are nominally steady. There is a fair share of activity among the Florida miners, and, judging from the number of new charters appearing this week, the shipments during July will show an increase. There is also quite an improvement in the Tennessee phosphate belt, new territory is being developed, and in the Mt. Pleasant field shipments are improving. In the local market several charters were closed during the week. The market for phosphate charters in New York last week was better, and a number were reported. Steamer business has been light in volume, and rates are not materially changed. The following phosphate charters were reported: Schooner Henry J. Smith, 999 tons, from Charlotte Harbor to Baltimore or Cartaret on private terms; German steamer Marie Elizabeth, 1166 tons, from Tampa to Ghent at or about 16/7, July 15; a British steamer, 1665 tons, from Tampa to King's Lynn at 15/6, July; British steamer Ormiston, 2306 tons, from Fernandina to Gothenburg and Stockholm at 15/7, July; a bark, 1082 tons, from Tampa to Baltimore, Philadelphia or Cartaret at \$1.90; schooner Harry B. Ritter, 587 tons, from Tampa to Cartaret with phosphate rock at \$1.90, and schooner Adele Thackera, 577 tons, from Ashley river to Baltimore at \$1.65.

Fertilizer Ingredients.

The market for ammoniates is active and firmer, with some demand from Southern sources. Western markets are very steady, with stocks not excessive. All the higher grades of fertilizers show unusual firmness.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).	\$2 25 @	—
Nitrate of soda.....	1 85 @	1 90
Blood.....	1 75 @	—
Hoof meal.....	1 60 @	—
Azotine (beef).....	1 60 @	—
Azotine (pork).....	1 60 @	—
Tankage (concentrated)...	1 55 @	—
Tankage (9 and 20).....	1 50 @	and 10
Tankage (7 and 30).....	14 00 @	15 00
Fish (dry).....	17 50 @	18 00
Fish (acid).....	10 00 @	—

Phosphate and Fertilizer Notes.

The Cotton States Fertilizer Co., of Charleston, S. C., which proposed to organize with a capital stock of \$200,000, filed a notice last week that it had decreased its capital stock to \$1480.

A sampling house for phosphate rock is being erected at Fernandina, Fla. It will be managed by Mr. John Chipman, who was recently appointed by the governor as phosphate sampler for that port.

A fire broke out on the 17th inst. in the large works of the Durham branch of the Virginia-Carolina Fertilizer Co., of Richmond, Va., destroying nearly the whole of that valuable plant. The total loss is probably \$5000 or \$5500 and is covered by insurance.

A charter was granted last week to the Empire Mining Co., of Charleston, S. C. The corporators are William D. Chisholm and R. G. Chisholm. The capital stock is \$5000. This is the company which proposes to mine phosphate rock in the Coosaw river.

The Navassa Guano Co., of Wilming-

ton, N. C., purchased last week all the phosphate rock on hand mined by the penitentiary at Castle Haynes. Arrangements are being made by the penitentiary authorities to mine phosphate on an extensive scale at the Castle Haynes mines.

Mr. Raul C. Trenholm, of Charleston, S. C., reports the shipments of fertilizers from that port from September 1, 1896, to April 30, 1897, as follows: Railroads, 323,495 tons; river steamers, 4798 tons; various, 5319 tons, making a total of 333,612 tons, against 253,158 tons for the corresponding period in 1895-96.

It is stated that Messrs. T. G. Tinsley and A. D. Ledoux, of Richmond, Va., are soon to build a large fertilizer plant in Nashville, Tenn. They have already purchased thirty-nine acres of land in West Nashville and have organized what is to be known as the Tennessee Chemical Co. The construction of the plant will probably be begun on the 1st of July and vigorously pushed to completion.

The shipments of phosphate rock from the port of Charleston, S. C., for the week ending June 18 were as follows: Schooner Annie C. Grace for Philadelphia with 725 tons; schooner Emma L. Cottingham for Baltimore with 725 tons, and schooner Isaac T. Campbell for Weymouth, Mass., with 810 tons. The total domestic shipments of phosphate rock from September 1, 1896, to June 18, 1897, amounted to 76,176 tons, against 92,659 tons for the corresponding period last year.

At an annual meeting of the stockholders of the Greenville Fertilizer Co., of Greenville, S. C., the usual dividend was declared and the following board of directors chosen for the ensuing year: O. P. Mills, G. A. Norwood, Frank Hammond, J. B. Kleckley, Louis Dunneman, W. Wilkins, W. M. Hagood. At a subsequent meeting of the directors the following officers were elected: O. P. Mills, president and treasurer; G. A. Norwood, vice-president; Alex. Macbeath, secretary; D. W. Ebaugh, superintendent.

Iron Markets.

Cincinnati, Ohio, June 19.

The animation noted in our report last week has been more pronounced each day since, and the market closes firm, with an advancing tendency.

While much of the confidence prevailing is born of hope, it is definitely certain that many plans and enterprises held in abeyance during the period of depression are being revived and put under way, which awakens a better feeling throughout the trade. This feeling is contagious and pessimistic views are at a discount.

Capital, so long held in check by distrust, greets substantial opportunities with alacrity, and legitimate undertakings are finding ample aid.

Some of the furnaces refuse to meet the desires of consumers wanting extended future deliveries, fully believing they will realize at once or very soon better prices than those current.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry..	\$9 50 @	\$9 75
Southern coke No. 2 foundry..	— @	8 75
Southern coke No. 3 foundry..	— @	8 50
Southern coke, gray forge....	— @	8 25
Southern coke, mottled.....	— @	8 25
Southern coke No. 1 soft.....	9 00 @	9 25
Southern coke No. 2 soft.....	— @	8 75
Belfont coke No. 1, Lake Sup. 11 00 @	11 25	
Belfont coke No. 2, Lake Sup. 10 50 @	10 75	
Hanging Rock charcoal No. 1. 14 50 @	15 50	
Tennessee charcoal No. 1.....	12 50 @	13 00
Jackson Co. silvery No. 1.....	12 50 @	13 00
Standard Georgia car-wheel.. 14 25 @	15 00	
Tennessee car-wheel.....	13 00 @	14 00

New York, N. Y., June 19.

The iron markets are moving about in the manner that the few hopefully-inclined predicted a month ago. The fact that consumption, light as it is, is ahead of make is now believed. It might naturally be expected that a scramble to

cover for iron would follow. Nothing of that sort has yet been seen, though inquiries and sales have fully doubled within two weeks. It is well known that there is plenty of reserve furnace capacity in the country, and buyers point to this as security against any advance. It is not as well known, however, that this reserve capacity cannot be made active until a distinct advance has been scored. The furnaces now in blast are those best situated for low cost, and even they are not getting back a new dollar for an old one.

How much increase of product the country will take, and at what increase of values, are questions that the next four or six months will work out, and the process at present promises to be full of interest. Furnaces generally are not bullish, believing that a continuance of low values means, with present encouraging business conditions in this country, a very large absorption of iron and steel.

A noteworthy event of the week is the rise in English iron. Cleveland warrants that ten days ago were selling at thirty-eight shillings sixpence are active at forty shillings sixpence. Birmingham iron continues to be exported at the rate of about 1000 tons a day. This is a new factor in the situation which American consumers find it hard to get adjusted to.

We make no change in quotations.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Alabama....	— @	\$10 75
No. 2 X standard Alabama....	— @	10 00
No. 1 X Lake ore coke iron....	— @	12 50
No. 2 X Lake ore coke iron....	— @	12 00
Niagara coke malleable.....	— @	12 00
Standard Georgia charcoal....	— @	15 50

Philadelphia, Pa., June 19.

The good feeling mentioned in our two previous reports continues. There is more snap and life to the market, and quite a number of offers for mill and foundry iron which might have been accepted a week or two ago have been declined this week. Prices all along the line are firmer.

We quote for cash f. o. b. Philadelphia:

No. 1 X standard Alabama....	— @	\$10 75
No. 2 X standard Alabama....	— @	10 00
No. 1 X lake ore iron.....	— @	12 50
No. 2 X lake ore iron.....	— @	12 00
Niagara low sulphur coke malleable	— @	12 00
Georgia warm-blast C. C. for car wheels, chilled and sand rolls	— @	15 50

ROGERS, BROWN & CO.

Activity in Southern Iron.

According to reports telegraphed from the Birmingham district, the condition of the iron trade has improved considerably, and there is an encouraging activity in the market. It is stated that New York parties have purchased 100,000 tons of Alabama pig iron at a price around \$5.75 per ton. It is understood that this order has been placed, as the buyers believe that iron will advance in the near future, and that the purchase is a good speculation. It is also understood that the Sloss Iron & Steel Co. has booked orders within the past week for between 8000 and 10,000 tons for shipment to Great Britain. The demand for iron has caused an increase in production, and the Sloss Iron & Steel Co. has recently blown in another furnace, which turns out nearly 200 tons per day. Two additional furnaces of the same company now being repaired will probably be placed in operation within a few days. It is stated that in the vicinity of Ishkooda, Ala., about 900 men are now employed in getting out ore.

According to reports from Chattanooga, Tenn., the activity in the iron industry in the Tennessee district is also very pronounced. Late orders, it is reported, include one of 6000 tons for Cincinnati, and iron dealers anticipate an active demand for structural iron in the near future.

TRADE NOTES.

John V. Beekman.—Mr. John V. Beekman, who for thirty years has been the superintendent of the Lidgebrook Manufacturing Co., and who has been suffering for the last two years with ill-health, has returned and taken up his duties again, having entirely recovered.

The Cornman Manufacturing Co., of Cleveland, O., dealer in second-hand electrical machinery, was established one year ago, and its business has been very successful. Mr. R. C. Foster, treasurer of the company, was for a number of years secretary and treasurer of the Brush Electric Co., of Cleveland.

Automatic Feeding Device.—The Carver Cotton Gin Co., of East Bridgewater, Mass., has had a most remarkable sale of its new automatic feeding device for the Carver flatters. The value of this device is recognized at once by every manager. It saves in cost of labor in the lint-room and increases the yield of lint per ton of seed passed through the machine.

Atlanta Office.—The Westinghouse Electric & Manufacturing Co., of Pittsburgh, Pa., besides having a branch office in Charlotte, N. C., has recently opened an office in the Equitable Building, Atlanta, Ga., where Mr. J. R. Gordon is in charge. Mr. Gordon is well known to the Southern trade, and will no doubt be successful in securing business for his well-known company.

Check-protector Patent.—We notice in the Official Gazette of the United States Patent Office of issue June 15, 1897, page 1760, patent 584,518, that the Wesley Manufacturing Co., of 41 Park Row, New York city, has been awarded a patent under very broad claims on an indelible check protector. This patent is in connection with six others that the company has on check protectors.

Refrigerators, etc.—A complete line of refrigerators, both household and business, is manufactured by the McCray Refrigerator & Cold Storage Co., of Kendallville, Ind. The company produces a line of refrigerators, cold-storage plants and similar equipment, which is claimed not to be excelled by any other make in the market. Circulars and further information will be given on application.

Leather Valves and Plungers.—The Kendrick Valve & Washer Co., of Syracuse, N. Y., makes a specialty of manufacturing all kinds of leather valves and plungers for all kinds of pumps; also all kinds of leather and fibre washers, leather cups for hydraulic elevator, prepared cups for air pumps, etc. If you have any cupped plunger leathers or any size washer to make, send them a sample and they will be pleased to make estimates.

Machinery for the Sugar Industry.—The development of the sugar industry in recent years has been the necessary agent in causing the invention and introduction of many and decided improvements in the methods and machinery required for the industry. Mr. Lewis Metesser, of New Orleans, La., who is sole sales agent for the Dickson Manufacturing Co., of Scranton, Pa., for the Southern States, Cuba and Mexico, has favored us with advance proofs of circulating matter, printed in English and Spanish, presenting interesting facts regarding machinery for sugar manufacturing built by the company. Since last August draftsmen have been at work both in Scranton and New Orleans on drawings required for special machinery for the sugar industry, and the company is prepared to take contracts for the construction of entire cane and sugar-beet plants having a daily capacity of 500 tons and upwards. Mr. Metesser claims for his company that it is in a position to furnish such sugar-house outfits as above referred to in competition with any country in the world. The Dickson Company's long-established plants at Scranton and Wilkes-barre, with a capacity for building high-grade special lines of heavy machinery, the experience of the general manager in building sugar mills, and the information gathered by Mr. Metesser in years of designing, constructing and erecting such plants, are all employed in producing high-grade plants under contract for durability and economical results. Other machinery made by the Dickson Manufacturing Co. includes steam-power plants, boilers, engines, mining machinery, locomotives, blast engines for furnaces, compressed-air locomotives and special machinery of all kinds. Mr. Metesser has offices at 712 Union street, New Orleans, and is prepared to give estimates on the erection complete of any of the plants referred to.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Enterprise—Knitting Mill.—The Enterprise Knitting Mill has recently added some new machinery.

Huntsville—Saw Mill.—Robert T., Jr., and Edward Coles have erected a saw mill.

Mobile—Oil Tanks.—The city council has granted petition to the People's Oil Co. relative to the location of oil tanks.

FLORIDA.

Standard—Irrigation System.—It is proposed to build an irrigation system to irrigate ten acres of land in Lee county. The system will include a 10,000-gallon tank, a tower about forty-five feet high, a duplex pump of about 800 gallons a minute, a boiler, etc. Address A. C. Firth, Standard, Fla.

West Palm Beach—Sugar Mill.—J. S. Murray, of New York, and R. E. Rose, of Kissimmee, representing a large company, are investigating with a view of purchasing 5000 acres of land at West Palm Beach for the cultivation of sugar cane. Should the deal be consummated the company will erect a large sugar mill.

GEORGIA.

Atlanta—Plow Works.—Andrew J. Bryan & Co. are preparing plans and specifications for a large extension to the Southern Agricultural Plow Works. Contract to be let within the next three weeks.

Augusta—Ice Factory.—The City Ice Co. is about to commence enlarging its factory from a daily capacity of fifty-five tons to 110 tons. Contracts for machinery are said to be all awarded.

Cedartown—Slate Quarries.—Mr. Kelly, of Atlanta, and Mr. Craig, of the Georgia Slate Co., have purchased from Griff Davis and Scott Shifflett, of Cedartown, a lease on slate lands and will develop quarries.

Dahlonega—Gold Mines.—The Kentucky Mining Co. has been organized at Earlington, Ky., with a paid-up capital of \$100,000; John B. Atkinson, president and treasurer, and James R. Rash, secretary. The direc-

tors are W. W. Murray, of Dahlonega, Ga.; John B. Atkinson, George G. Atkinson and James R. Rash, of Earlington, and I. Bailey, of Madisonville. C. J. Norwood is manager for the gold mines, which the company is already developing.

Eatonton—Electric-light and Power Plant.—The Eatonton Electric Light Co. has awarded contract to the General Electric Co., of Atlanta, for the erection of its plant. A 75-kilowatt monocyclic generator is to be installed at a water-power plant about three and one-half miles from the city; about 700 incandescent lights will be installed in stores and residences, and during the day eighty horse-power in motors will be used for driving small manufacturing plants. Induction motors will be used for this purpose.

Eatonton—Electric-light and Power Plant.—The Eatonton Electric Co., J. W. Preston, general manager, has let contract to the Electric Supply & Construction Co., of Savannah, Ga., for new electric-light and power plant, and will utilize water-power three and one-half miles distant.

Emerson—Iron Furnace.—We are informed that there is a strong possibility of the construction of a large blast furnace in the very near future. J. P. Stegall can possibly give information.

Macon—Water Works.—T. D. Tinsley, receiver of the Macon Gas Light & Water Co., will commence in about a month the extensions and improvements to the water plant recently demanded by the city council. Water mains will be enlarged and extended, new pumping station built, etc.

Macon—Machine Shops, etc.—Nicholas Ittner, of Atlanta, has contract for building the new shops of the Georgia Southern & Florida Railroad, at Macon; shops to consist of machine shop 90x100 feet, a blacksmith shop 45x130 feet, a 70-foot roundhouse, engine-room, toolroom, etc.

Petersburg—Churn Factory.—J. R. Hughes, of Knoxville, Tenn., will probably establish a churn factory in Petersburg.

Rome—Oil Mill and Ginnery.—It is proposed to form a stock company to erect a 50-bale ginnery and a cottonseed-oil mill of twenty tons capacity. E. Van Winkle, of Atlanta, Ga., is said to be interested.

Savannah—Mercantile.—Chas. E. Ellis, Jno. R. Young and others have incorporated the Ellis-Young Co., for mercantile purposes, etc., capital stock being \$200,000.

KENTUCKY.

Cynthiana—Sewers.—The city is now advertising for bids on the construction of sewers, recently decided upon; L. S. Williams, city clerk.*

Covington—Paint Mills.—The George W. Howell Paint Co. has been incorporated, with a capital of \$2000, by George W. Howell, M. C. Motch, L. W. Winter, W. C. Miller, Percy G. Howell and Carrie V. Howell.

Louisville—Stock-yards.—The Bourbon Stock Yards Co. will erect additional cattle and hog pens to cost \$150,000.

Paducah—Sewerage System.—Sealed bids will be received by the common council of Paducah, at the office of the council clerk, until July 5, for the construction of a system of sanitary sewers, according to specifications on file in office of council clerk. Proposals must be made on the blank forms furnished. For specifications and blank forms address the council clerk; D. A. Yeiser, mayor.

Paris—Flour Mills.—The Paris Milling Co. intends to make extensive improvements to its mill, put in new machinery, etc.; Brink Renick, manager.

LOUISIANA.

Monroe—Bridge.—Bids are to be opened July 10 for the construction of the bridge across the Ouachita river.*

MARYLAND.

Baltimore—Art Company.—The International Art Co., for making and enlarging photographs and small pictures into crayons, pastels and water colors, has been incorporated by Edwin L. Gage, Charles E. Sellers and Albert H. Gage, of Baltimore; George C. Petty, of Wabash, Ind., and Oliver D. Miner, of Amesville, O. The capital stock is \$25,000.

Cumberland—Water Works.—The Cumberland city council has decided to act at once on the recent recommendations of the water

board looking to a pure water supply for the city. Address the mayor.

Perryville—Electrical Company, etc.—The Perryville Real Estate & Improvement Co. has been organized, with C. C. Caldwell, N. C. Cameron, A. W. Kirk, G. W. Cosden, G. R. Ash, James W. Garner, A. L. Duyckinck, Clarence L. Cole and John F. Marshall, directors; C. C. Caldwell, president, and N. C. Cameron, secretary and treasurer. The company will deal in real estate, engage in electrical operations, and carry on a general brokerage business.

Washington, D. C.—Mercantile.—The Economy Family Supply Co. has been incorporated, capital stock \$5000, by W. W. Taylor, Thomas Atkins and others.

MISSISSIPPI.

Bay St. Louis—Electric-light and Water Works.—The bond commissioners have taken steps to obtain estimates on water works and electric lights, lately noted. Mr. Nisbet Wingfield, consulting engineer, of Atlanta, Ga., will prepare estimates.

Greenville—Land Improvement.—Robert T. Lamar and H. C. Watson and others have incorporated the Southern Planting & Improvement Co., for the purpose of improving lands and conducting a general planting business. The capital stock is \$25,000.

Jackson—Sewerage System.—J. N. Hazlehurst is investigating the probable cost of a sewerage system for the city. It is thought that an expenditure of \$40,000 will be required. Later on steps may be taken to definitely secure the establishment of the system.

Jackson—Electric-light Plant.—Robert E. McKisson, of Cleveland, O., and associates, who recently obtained franchise for railway, are now considering the erection of an electric-light plant. It is proposed to combine the power and lighting plants, and \$120,000 may be expended.

Jackson—Railroad Bridge.—The Alabama & Vicksburg Railroad is reported as to construct a bridge across the Pearl river. S. M. Felton, Cincinnati, O., receiver and president, can be addressed.

Port Gibson—Water Works and Electric-light Plant.—The city has let contract to Saunders & Porter, of Louisville, Ky., for the construction of its water works and electric-light plant.

Winona—Oil Mill.—Contract for the erection of the proposed cottonseed-oil mill has been awarded, both machinery and building being provided for. R. A. Allison is manager.

MISSOURI.

Augusta—Wine Company.—Chartered: The Mount Pleasant Wine Co., capital stock \$16,000, by George Munich, Frederick Munich, Louis Munich and others.

Cape Girardeau—Mercantile.—Chartered: The Hirsch Bros. Mercantile & Provision Co., capital stock \$20,000; incorporators, John, William and George Hirsch.

McElhaney—Construction Company.—The Iowa & Missouri Construction Co., capital stock \$50,000, has been incorporated by A. B. Alexander, D. T. Jackson and others.

Moniteau County—Coal Mines.—A company has been organized, with T. H. Lewis, of Emporia, Kans., secretary, B. W. Hunter and others, and has purchased 12,000 acres of canal coal lands in Moniteau and Morgan counties. The purchasers now control 75,000 acres of land in this vicinity. For further information, address J. Reed Miller, Trenton, Mo.

Republic—Mills.—The Republic Milling Co., capital stock \$100,000, has been incorporated by R. C. Stine, H. P. Staggs, A. Barnard and others.

St. Louis—Improvement Company.—The Clayton Heights Improvement Co., capital stock \$25,000, has been incorporated by G. W. Baumhoff, F. W. Lehman, A. V. L. Brokaw and James Adkins.

St. Louis—Construction Company.—Incorporated: The Burnett-Lutes Construction Co., capital stock \$2000, by George Burnett, H. L. Burnett, R. P. Lutes and G. C. Lutes.

St. Louis—Chemical Works.—Chartered: The Monterey Chemical Manufacturing Co., capital stock \$10,000; incorporators, F. P. Sprunt, G. Wilkenan, H. R. Hall and others.

St. Louis—Curled-hair Factory.—The St. Louis Curled Hair Co. will rebuild at once its factory, which was burned last week. The new plant will be of 4000 pounds daily

capacity, employ forty hands and occupy building two stories high, 80x90 feet; Jas. A. Reardon, president.*

St. Louis—Real-estate Company.—Chartered: The Dougherty Real Estate Co., with capital stock of \$22,350, by J. B. C. Lucas, T. Connor, M. E. Smith and others.

NORTH CAROLINA.

Aquone—Lumber Plant.—The Peerless Lumber Co. has been organized recently and is erecting a saw mill of 20,000 feet daily capacity, with dry-kilns, etc., complete. Later on ship and insulator pins will be manufactured; most of the machinery has been purchased. Jas. M. Williams, of Charlottesville, Va., is interested.

Blue Wing—Copper Mines.—The owners of the Blue Wing copper mines will resume operations mining.

Castle Hayne.—William H. Chadburn, of Wilmington, has purchased for \$16,000 the land, phosphate mines, mill, etc., of the North Carolina Phosphate Co. If the sale is confirmed the mines and mill will be operated and other industries added.

Hickory—Chair Factory, etc.—The Piedmont Wagon Co. will erect an extensive addition to its plant and chair factory.

Statesville—Water Works.—The proposed water works have not as yet been definitely decided upon. A survey will be made first, and then a proposition will be submitted to the city. A bond issuance is proposed to provide the necessary funds; L. Harrill, mayor.

SOUTH CAROLINA.

Charleston—Phosphate Mining.—Wm. D. and R. G. Chisholm have incorporated the Empire Mining Co., with capital stock of \$5000, for mining phosphate in rivers.

Gaffney—Land Company.—Commission for charter issued to the Buford Street Land Co., with Messrs. A. N. Wood, R. A. Jones and W. C. Hamrick incorporators; capital stock \$4800, and purpose to deal in real estate.

Rock Hill—Cotton Mills.—The Arcade Cotton Mill will put in 3000 spindles and 100 looms additional; R. T. Fewell, president.

TENNESSEE.

Clarksville—Flour Mills, etc.—The Rabbeth & Dunlop Mill Co. has been incorporated to continue the operation of the Rabbeth & Dunlop mills. The plant may be possibly improved. An addition to the grain elevator is now being erected that will give an additional storage capacity of 40,000 bushels.

Dayton—Furnace to Resume.—The Dayton Coal & Iron Co. has one furnace in blast producing 200 tons of pig iron daily, and will blow in another furnace soon.

Granger County—Slate Quarries.—Charles H. Brown, of Knoxville, has formed a syndicate to develop slate quarries in Granger county.

Harriman—Cannery.—The Labor Exchange intends to establish a cannery.

Harriman—Engine Works.—C. E. Miller has invented a rotary engine for which many claims of efficiency are claimed, and it is probable that arrangements will be made for establishing works for manufacturing.

Johnson City—Flour Mills.—Biddle & Ellsworth are improving their flour mills, adding new machinery, etc.; contracts all let.

Johnson City—Iron Furnaces, etc.—The Southern Industries Co., of Unicoi City, Tenn., is endeavoring to obtain control of the Johnson City furnaces, with a view of putting same in blast. H. C. Peck, of Chicago, Ill., is representing the Unicoi City company.

Nashville—Fertilizer Factory.—T. G. Tinsley and A. D. Ledoux, of Richmond, Va., have purchased thirty acres of land as site on which they will erect a fertilizer factory at Nashville. They will operate as the Tennessee Chemical Co.

TEXAS.

Bay City—Ginnery.—A company has been organized to erect a cotton ginnery.

Chillicothe—Grain Company.—Chartered: The Chillicothe Grain Co., by R. M. Swearingen, R. H. Kirby and E. B. Robinson.

Dallas—Electric-power Plant, etc.—C. H. Alexander is endeavoring to secure control of the power-house of the Consolidated Street Railway, and if successful will erect

new power-house and install a full and complete electric outfit to replace horse-power.

Dallas—Foundry and Machine Shops.—The Dallas Foundry & Machinery Co. has been incorporated by J. W. Fuller, George W. Sams, Joseph Chase and others, with a capital stock of \$20,000, for the purpose of conducting a general foundry and machine manufacturing business.

El Paso—Copper Company.—The El Paso Copper Co., capital stock \$30,000, has been incorporated by Millard Patterson, C. N. Buckle and George Fitzgerald.

Hempstead—Cold-storage Plant.—The Water Works Co. will construct a cold-storage plant in connection with its ice factory.

Houston—Gas Plant.—The Texas Gas Light & Heating Co., capital stock \$15,000, for the manufacture and sale of machines to be used for the manufacture of gas for heating and lighting purposes, has been incorporated by C. H. Burns, Henry Bennett and J. R. Christian.

Kaufman—Cottonseed-oil Mill.—J. M. Hardaway, George G. Fuller and A. E. Carlisle have incorporated the Kaufman Cotton Oil Co., with a capital stock of \$10,000, to manufacture cottonseed products.

Ladonia—Water Works.—A \$20,000 company will be formed to construct a system of water works; D. N. Myrick will be president, and D. E. Wagoner, secretary-treasurer.

Morgan—Mercantile Company.—Chartered: The R. M. Waltham Co., for the purpose of conducting a general merchandise business; incorporators, W. B. Ward, Jr., C. V. Nichols and H. J. Goldberg; capital stock, \$5000.

Waxahachie—Cotton Compress.—The Waxahachie Cotton Compress Co. held a meeting last week, at which the erection of a new compress or the repair and rebuilding of the old one was considered. A new plant will probably be the result.

VIRGINIA.

Lynchburg—Mercantile Company.—Ed. Moon, W. G. Clark, J. M. Warwick and others have incorporated as Moon & Warwick for the purpose of conducting a general mercantile and commission business; capital stock \$1000.

Lynchburg—Cotton Mill.—The Lynchburg Cotton Mill will be enlarged.

Lynchburg—Plow Works.—The Lynchburg Plow Works will erect a warehouse probably, and thus be enabled by increasing its room to make increases in the capacity of the works.

Lynchburg—Light and Heat Plants.—Chartered: The Lynchburg Light & Heat Co., capital stock \$100,000, for erecting light and heat plants, etc.; J. Turner Morehead, president, and W. J. Payne, vice-president.

Norfolk—Collar Company.—Chartered: The J. J. Wright Collar Co., capital not less than \$10,000 nor more than \$25,000. The plant is to be situated in Manchester, and the purpose is to manufacture horse and mule collars. A. D. Shotwell, J. J. Wright, R. T. Davis, John E. Utz and John H. Shotwell are the stockholders.

Norfolk—Warehouses, Cotton Compresses, etc.—The Norfolk Warehouse Co. has been incorporated, with John N. Vaughan, president; J. W. Perry, vice-president, and John S. Jenkins, Portsmouth, secretary, for the erection of the cotton compresses, warehouses, etc., mentioned last week; the site cost \$405,000. The improvements to be established will cost \$110,000. Correspondence regarding presses is desired.*

West Point—Colonization Company.—The Virginia Farming Co., Thos. B. Norvall, president, 207 Mutual Life Building, Philadelphia, Pa., has purchased 20,000 acres of farming lands near West Point, and intends to promote colonization on the property.

WEST VIRGINIA.

Fayette County—Coal Lands.—J. M. Payne and H. A. Robson, of Charleston, W. Va., have bought 1000 acres of coal lands in Fayette county, and they will doubtless institute developments.

Kanawha—Construction Company.—The Kanawha Construction Co., with an authorized capital of \$3,000,000, has been organized for the purpose of constructing railroads, street-car lines, etc. The incorporators are C. L. Williams, A. B. White and Simms Powell, of Parkersburg; Howard B. Nye, of Cleveland, O.; Gooch, Rhinehart & Dennis, of Covington, Va.; A. C. Barston, of Providence, R. I., and P. G. Gilroy, of Evansville, Ind.

Mannington—Electric-light Plant.—A. L. Prichard has engaged H. L. Sands, of Wheeling, to prepare plans and specifications

for the erection of an electric-light plant in Mannington. Mr. Prichard has city franchise and proposes having a plant of 1200 incandescent lamps and to cost about \$10,000.

Parkersburg—Oil Company.—The Murphy Oil Co. has been organized by T. B. Camden, Thos. J. Miller, John Gould and others, to develop oil lands.

Parkersburg—Torpedo Company.—Chartered: The Acme Torpedo Co., with an authorized capital of \$20,000, for the purpose of manufacturing and dealing in high explosives. The incorporators are H. M. Speed, of Avalon; P. E. B. McAbee and J. G. McAbee, Alex. S. Calhoun and George H. Speed, of Pittsburg.

Sistersville—Ice Factory.—W. J. Wright intends to organize a company for erecting an ice factory.*

Stockyards—Gas and Oil Wells.—M. M. Warren is endeavoring to form a company to develop gas and oil lands; later on the company will want to correspond with contractors for well drilling.*

BURNED.

Bowers, Texas.—Planing mill of W. T. Carter & Bro.; loss \$5000.

Cheraw, S. C.—The Cheraw Machine Works, Cheraw Knitting Mills, Finlayson Hosiery Mills; loss \$30,000.

Elgin, Texas.—Cotton gin of Wm. Owens; loss \$3500.

Mobile, Ala.—Clark & Vaughn's saw mill; loss \$4000.

Richmond, Va.—The Virginia-Carolina Fertilizer Co.'s factory; loss \$5500.

San Mateo, Fla.—The packing-house of George W. Lyle.

BUILDING NOTES.

Albany, Ga.—The Methodist congregation is preparing for the erection of a new church. Address the pastor.

Alexandria, La.—Storehouse.—Contract let by Well Bros & Bauer to C. D. Stewart, of Cheneyville, for erection of storehouse.

Atlanta, Ga.—Office Building.—Jacob Haas informs us that there is no truth in the current report that he will form a company to build a twelve-story office building.

Atlanta, Ga.—Church.—The congregations of St. Peter's and St. Paul's Catholic Church are making arrangements for the erection of a new church. Address Father Gibbons.

Baltimore, Md.—Hotel, etc.—The Avalon Beach Co. has been incorporated, with Thomas S. Hodson, president; George Franke, vice-president; Howard Cassard, secretary, and M. R. Creighton, treasurer, for the purpose of erecting a hotel at Sharp's Island and otherwise improving same as a summer resort. The capital stock is \$25,000.

Baltimore, Md.—Dwellings.—Jas. E. Callis & Bro. will erect twenty-five dwellings; Joshua D. Taylor will erect thirty-five dwellings.

Birmingham, Ala.—Dwelling.—Plans and specifications are being prepared for a \$10,000 dwelling for A. T. Jones.

Birmingham, Ala.—Residence.—Richard Randolph has received contract for the erection of a two-story dwelling of brick veneer to cost \$10,000 for Benjamin F. Moore.

Chattanooga, Tenn.—Business Block.—Plans and specifications are being prepared for new building to be erected on the site of the Richardson block, recently burned. Address Captain Lyerly for further information.

Columbus, Ga.—Synagogue.—D. B. Woodruff is preparing plans for a \$15,000 synagogue.

Dallas, Texas.—Church.—The congregation of the First Presbyterian Church has let contract to Alexander Watson for \$10,425 for the erection of a new edifice. Address Rev. W. M. Anderson.

Denton, Texas.—Church.—The congregation of the First Baptist Church is erecting a \$6000 edifice. Address the pastor.

Hot Springs, Ark.—Hotel.—The Waverly Hotel Co. has been incorporated by Henry W. Mayar, T. B. Cain, W. C. Smith and others, with a capital stock of \$25,000, for the purpose of erecting a hotel.

Kansas City, Mo.—Church.—The congregation of the Westminster Presbyterian Church has purchased site for \$20,000, and will erect a new stone church.

Knoxville, Tenn.—Building.—The Fraternity Building Co. will be incorporated by B. R. McBath, S. P. Armstrong, N. N. Osborn and others, for the purpose of erecting a large building.

Little Rock, Ark.—Business Buildings, etc. M. Kirt is having plans prepared for business block by Chas. L. Thompson; Drs. Thompson and Dibrell have completed arrangements for brick office building, after plans by C. L. Thompson; Gottleib Bechle has awarded contract to George Leifer for erection of \$3000 residence.

Louisville, Ky.—Mercantile Building.—The J. L. Hudson Co. is negotiating for the erection of a fourteen-story building, and arrangements will probably be made for signing contract in a week or two.

Louisville, Ky.—Restaurant Building.—J. J. Gaffney is preparing plans for restaurant building, to cost \$15,000, for J. J. Mivelaz.

Lynchburg, Va.—Warehouse.—The Lynchburg Plow Works contemplate erecting a warehouse.

Lynchburg, Va.—Residence.—E. G. Frye has made plans for residence for Geo. P. Watkins.

Macon, Ga.—Hotel.—The erection of a new hotel is talked of, and Henry Horne is said to be interested in the contemplated enterprise.

Magnolia, Miss.—Building.—Pierce & Elliott have purchased site and will erect a brick building.

Montgomery, Ala.—Temple.—Contract has been let to Cook & Laurie for the erection of the large Masonic temple building.

New Windsor, Md.—Church.—Contract has been let to Joseph Wolfe, of Union Bridge, Md., for the erection of a new church building.

Norfolk, Va.—Bank and Office Building.—The Knoxville Construction Co. has received contract for the erection of the seven-story bank and office building to be built by the Citizens' Bank.

Norfolk, Va.—Grandstand, etc.—The Driving Club of Norfolk, Va., John Mariner, president, is about to build, as reported last week, a large grandstand, etc. Plans have been prepared for wooden building, but the club prefers iron structure, and will be pleased to receive bids from iron contractors; building is to be 400 feet long, 165 feet wide, twenty feet high on slides, and covered with galvanized iron, etc.; cost of wooden structure estimated at \$20,000.

Norfolk, Va.—Office Building.—Chas. E. Cassell, of Baltimore, Md., has completed plans for the Citizens' Bank new proposed building; structure is to cost \$150,000, be of skeleton construction of steel, fire-proof, etc.

Normandy, Mo.—School.—E. A. Manny, Turner Block, St. Louis, Mo., has prepared plans for a public school for the town of Normandy; to be 50x27 feet and two stories, built of pressed brick, with stone foundation and stone and terra-cotta trimmings, have slate roof, copper work, pine finish, blackboards, electric bells, gas and electric fixtures, hot-air heat and water-closet fixtures.

Owensboro, Ky.—Warehouse.—The Marsden Co. will erect another warehouse.

Richmond, Va.—Dormitory.—Contract for erection of dormitory let to N. E. Ancarrow at \$19,875.

Roanoke, Va.—Business Building.—H. H. Huggins has completed plans for a store building for Helronimus & Brugh, to be two stories high, 50x87½ feet.

Savannah, Ga.—Church.—An architect has been engaged to prepare plans for church for Christ Church; Rev. Robb White, pastor.

Spartanburg, S. C.—School.—J. F. Grandy & Bro. have contract at \$6861 for the erection of school building, exclusive of heating and plumbing.

Springfield, Tenn.—School Building.—The board of education, with C. C. Bell, president, and John Y. Hutchinson, secretary, has plans on foot for the erection of a \$10,000 school building, with seating capacity of 400.

St. Louis, Mo.—Building.—The St. Louis Club has purchased site and is having plans prepared for the erection of a clubhouse.

Washington, D. C.—Church, Dwellings, etc.—Stutz & Pease, architects, have charge of the erection of the new Jewish synagogue, which is to cost \$60,000; organ is to cost \$8000. F. W. Coville will erect a \$6000 residence. Geo. W. Silsby will erect a \$12,000 residence.

Wilmington, N. C.—School.—Jas. F. Post has contract for the erection of school building to cost \$11,000, to be fitted with electricity and gas light.

Stained Glass, etc.—Chas. W. Asbrand, of Cleveland, O., manufacturer of stained glass, leaded glass and metallic sash decorations, has lately moved to his new quarters, in the Osborn Building, 275 Prospect street.

RAILROAD CONSTRUCTION.

Railways.

Aberdeen, N. C.—It is reported that work has begun upon the Aberdeen & Rock Fish Railroad, with a view of extending it from its present terminus to Hope Mills, near Fayetteville, N. C. The extension will give the people in this section of the State a connection with the Seaboard Air Line, by way of the Aberdeen & Rock Fish road. John Blue, at Aberdeen, N. C., may be addressed.

Aberdeen, N. C.—John Blue, president of the Aberdeen & Rockfish Railroad Co., advises the Manufacturers' Record that the road will be extended about eight miles. Rails have been secured, but a locomotive will probably be needed.

Atlanta, Texas.—E. Rand, general manager of the Texas, Arkansas & Louisiana Railroad Co., advises the Manufacturers' Record that the extension of the road for the present will be eight miles. It is now under construction, and rails have been secured. It is expected to complete the line by September 1.*

Baltimore, Md.—The Baltimore & Ohio has made a contract for 40,000 tons of steel rails to be used for relaying purposes on the main line of the road.

Beaumont, Texas.—Uriah Lott, the railroad promoter, has been in Beaumont, agitating a plan to build a railroad line from San Antonio direct to Beaumont. The preliminary survey of the road, it is stated, is now being made.

Blacksburg, S. C.—The Ohio River & Charleston Company has completed the grading of its branch from Blacksburg to Gaffney as far as the Broad river. It is reported that rails have been purchased for the extension, and that tracklaying is to begin immediately. A. N. Molesworth is chief engineer of the company.

Bryan, Texas.—The business men of Bryan are agitating the construction of a railroad line from Bryan to Stone City, in the Brazos river valley, a distance of eleven miles. A company may be formed to take up the project.

Chattanooga, Tenn.—It is reported that the Southern Railroad Co. has determined to relay about twenty-five miles of its Alabama Great Southern division. Rails have already been secured for the improvement. C. H. Hudson, 1300 Pennsylvania avenue, Washington, D. C., is chief engineer.

Donaldsonville, La.—The officers of the LaFourche Sugar Belt Railroad Co. are: R. M. Quigley, president; E. P. White, vice-president; S. M. Lee, treasurer, and Frank Matthews, secretary and chief engineer. R. M. Quigley & Co. are general contractors for the line.

Dothan, Ala.—It is reported that Vandiver, Abercrombie & Williams, of Montgomery, Ala., have secured a contract to construct the branch of the Plant system between Newton and Elba, a distance of thirty-six miles. This line is to be a portion of the Abbeville Southern division of the Plant system. S. G. McLendon, at Thomasville, Ga., is president of the company.

Eddy, N. M.—The Pecos Valley & North-eastern Railroad Co. has amended its charter, so as to allow it to construct a road from Roswell, N. M., to connect with lines now in operation at Amarillo and Washburn, Texas. The length of the line will be 220 miles, and the capital of the company is \$6,000,000. The company proposes to purchase the Pecos Valley Railroad, now in operation from Pecos City to Roswell, N. M. Among those interested in the company are J. J. Hagerman, of Colorado Springs, and E. O. Faulkner, of Eddy, N. M.

Florence, Ala.—It is reported that a number of Chicago people have purchased the uncompleted Florence Northern Railway, and intend finishing it to a point in Kentucky to connect with a north and south railway line now in operation. This line was originally intended to be operated from Florence, Ala., to Linden, Tenn. About twenty-seven miles of the road have been graded. L. C. Garrett, of Chicago, is represented as one of the company interested in the scheme.

Galveston, Texas.—It is reported that the Galveston, Houston & Henderson Co. has determined to increase its terminal facilities at Galveston, and has secured thirty-five acres of land for the purpose. It is reported that about fifteen miles of track for sidings will be built. J. H. Hill, at Galveston, is manager.

Glendon, N. C.—Mr. Frank D. Jones, superintendent of the Durham & Charlotte Railroad Co., in a letter to the Manufacturers' Record, confirms the report that a line is to be built to Charlotte as soon as possible.

Surveys are also to be made soon from Gulf, N. C., to Durham. Surveys have already been completed to Troy. Rails and rolling stock will be needed later on. The rail used is fifty-six pounds to the yard.

Greenville, Ala.—The Southern Alabama & Gulf Railroad Co. has been incorporated for the purpose of building a line in the southern portion of the State. The officers of the company are W. H. Parrish, of Richmond, Va., president; W. B. Gilmer, vice-president and manager; J. S. Thames, treasurer, and R. D. Porter, secretary.

Hamburg, Ark.—It is announced that the Mississippi River, Hamburg & Western Railroad Co. has secured 40,000 acres of land as a grant for the proposed railroad which it intends building. J. M. Parker, president of the First National Bank of Cripple Creek, Col., is one of the principal promoters of the enterprise.

Harriman, Tenn.—Surveyors have begun work on the route of the Tennessee Central, and, it is understood, intend going over the entire line in the interest of St. Louis parties, who may purchase the railroad.

Hawkinsville, Ga.—Surveyors have completed a line for the extension of the Hawkinsville & Florida Southern Railroad from its present terminus to Hawkinsville. About seventeen miles of the line will be required, of which six miles have already been graded. The road is in operation between Pitts and Worth, Ga., twenty-one miles. J. W. Pope, of Atlanta, Ga., is president of the company.

High Springs, Fla.—Arthur Melgs, of Jacksonville, Fla., general manager of the Atlanta, Suwannee River & Gulf Railroad Co., advises the Manufacturers' Record that it has not been definitely decided when the road will be completed to the Gulf of Mexico. It is expected to have it in operation to the Suwannee river in the near future. The company will build about five miles of line to reach timber and phosphate lands near the present route.

LaFollette, Tenn.—It is reported that tracklaying has begun on the Tennessee Northern Railroad, and that as soon as the line from LaFollette to LaFollette Junction is completed, branches may be built to Middlesboro, Ky., and Jellico, Tenn. These branches would be fifty-five miles in length in all. G. H. Stroupe is chief engineer of the line.

Lake Providence, La.—Philip McGuire and others have obtained a donation of land for a railroad which it is proposed to build from Lake Providence to Bastrop, La., forty-five miles, to a connection with the New Orleans & Northeastern road. The line is to be called the Lake Providence & Western.

Little Rock, Ark.—The officers of the Springfield, Little Rock & Gulf Railroad Co., which proposes to build a line from Springfield, Mo., south to Alexandria, La., by the way of Little Rock, Ark., include John A. Hinsey, of Chicago, Ill., president; J. S. Bouslog, of Springfield, Mo., treasurer, and J. B. Jones, of Little Rock, Ark., secretary. The directors are James P. Clarke, Charles F. Penzell, J. T. W. Tillar, all of Little Rock, Ark.; M. P. Austin, of Minneapolis, Minn.; T. A. Scott, of St. Louis, Mo., and J. A. McCannon, of Springfield, Mo., in addition to the officers referred to.

Little Rock, Ark.—It is announced that the Little Rock, Springfield & Gulf Railroad Co. has decided to build a section of its line from Little Rock to Dardanelle, Ark. Contracts, however, are to be let from Springfield, Mo., to the Arkansas State line within a short time. Bids have been received for this work. The present terminus of the road is to be at Alexandria, La. H. Dougherty is chief engineer.

McElhany, Mo.—Secretary Donald T. Jackson, of the Missouri, Arkansas & Southern Railroad Co., advises the Manufacturers' Record that this road will extend from McElhany, which is in Newton county, Mo., in a southerly direction to Little Rock, by the way of Harrison, Ark. The entire distance will be about 275 miles. It is stated that construction work will begin about July 15. Contractors and others may address Mr. Jackson at No. 801 New York Life Building, Kansas City, Mo.

Montgomery, Ala.—It is rumored that the Mobile & Ohio Co. is considering a further extension of the branch between Montgomery and Columbus, Miss., to Okolona, and possibly Memphis, by the way of Aberdeen, Miss. The Hanover Construction Co., of Montgomery, is general contractor for this division.

Montgomery, Ala.—Manning & Gibson, railway contractors, of Columbus, Miss., advise the Manufacturers' Record that they have secured contracts from the Hanover Construction Co. for work on the Montgomery & Tuscaloosa division of the Mobile & Ohio road.

Morganton, N. C.—It is stated that stock is being subscribed for the proposed electric line between Morganton and Blowing Rock, N. C., which is being promoted by T. K. Bruner, of Raleigh, N. C., and others. The road will be about twenty-six miles long.

Morley, Mo.—A correspondent of the Manufacturers' Record writes that the company which proposes to build a line from Morley to Morehouse, fifteen miles, has Louis Houck as president. It is understood that the line, if built, will be operated as a branch of the Missouri & Arkansas Railroad, which extends from Commerce to Morley, and of which Mr. Houck is president. Mr. Houck may be addressed at Cape Girardeau, Mo.

Nashville, Tenn.—The Tennessee Central Railroad Co. has been granted a charter by the secretary of State to construct its line from a point on the Clinch river, near Kingston, Tenn., to Nashville. The capital stock is announced to be \$20,000 per mile on the completed road. The incorporators are Jere Baxter, of Nashville; R. L. Morriss, W. E. Eastman, H. A. Henry and James Wood, Jr. [It is understood that this is the company which will purchase the Tennessee Central so far as completed when it is sold by order of the court. They are understood to represent a syndicate of St. Louis people.—Ed.]

Oakland, Md.—The scheme of building an extension of the Confluence & Oakland Railroad from Manor Lands to Oakland has been revived. The extension would be about sixteen miles long, and shorten the distance between Pittsburg and Deer Park. The enterprise is being promoted by the Deer Park & Pittsburg Connecting Railroad Co., in which Hon. F. C. Latrobe, of Baltimore, and L. T. Yoder, of Pittsburg, are interested.

Oklahoma City, Okla.—The promoters of the St. Louis & Oklahoma Railroad Co. are making arrangements. It is reported, to let contracts for building a portion of this line. It is to form a shorter route between St. Louis and Oklahoma, and is to be built first between Oklahoma and Sapulpa, where it will connect with the St. Louis & San Francisco. C. D. Jones, of Oklahoma City, is president of the company.

Parkersburg, W. Va.—Gooch, Rinehart & Dennis, of Covington, Va., general contractors for the Little Kanawha Railroad, advise the Manufacturers' Record that they are to complete the road ready for rolling stock. A portion of the grading and pile-driving may be sublet. Rails for the distance will be required. They may be addressed at Covington, Va.*

Portsmouth, Va.—It is reported that the Seaboard Air Line has received a proposition to build a branch from Lawrenceville, Ga., to Loganville, in the same State, a distance of ten miles. An engineer will be sent to examine the road. A committee of business men at Loganville, including W. H. Braswell and Nathan Bennett, are promoting the scheme. E. St. John, of Portsmouth, is general manager of the Seaboard Air Line.

Robert Lee, Texas.—It is reported that the Toledo Construction Co. has secured a contract for grading a portion of the Colorado Valley Railroad between Colorado and San Angelo, Texas, seventy-six miles. The entire distance to be built, it is reported, is to be 210 miles, between Colorado and Panhandle, Texas. It is reported that the company will use 60-pound rails. A. B. Holmes, of New York city, is president; Erwin Wheatcroft, of Robert Lee, vice-president; J. H. Burroughs, of Robert Lee, treasurer.

Sedalia, Mo.—Final surveys are being made for the Sedalia, Marshall & Miami Railroad, which is to be built between Sedalia and Miami, a distance of forty-six miles. J. E. House is chief engineer.

Sistersville, W. Va.—It is reported that representatives of the Standard Oil Co. have been over the route from Sistersville to Mannington, W. Va., with a view of constructing a railroad line between these points, a distance of about thirty-five miles, to connect with the Baltimore & Ohio at Mannington. The line would traverse one of the most extensive oil fields of West Virginia.

Stephensville, Texas.—A correspondent of the Manufacturers' Record states that the scheme of building a line from the Thurber coal mines, near Stephensville, to a connection with the Texas Central Railroad, has been revived, and that the line will probably be built in the near future, as the Houston & Texas Central Railroad is about to acquire the Waco & Northwestern and the Texas Central road. The building of this line will give the coal from this region and other products an outlet to markets in the principal cities of the State. G. A. Quinlan, at Houston, Texas, is general manager of the Houston & Texas Central.

Wadley, Ga.—T. J. James, president of the

Wadley & Mt. Vernon Railroad Co., informs the Manufacturers' Record that the company as yet has reached no decision relative to the extension of the Wadley & Mt. Vernon line to Fitzgerald. The matter is now being considered. Such an extension is probable.

Worth, Texas.—The proposed railroad line between Sylvester and Worth, Ga., is to be built by a company termed the Augusta, Northern & Gulf Railroad Co., which has been chartered, with \$100,000 capital, by J. R. Williams, J. S. Westberry, J. R. Perry, of Sylvester, Ga.; J. J. Forehand and T. Tipton, of Isabella, Ga.

Street Railways.

Baltimore, Md.—The Baltimore & Northern Electric Railway Co. has obtained permission from both the city and county authorities to begin work on its electric line in the suburbs. George R. Webb, Equitable Building, may be addressed.

Dallas, Texas.—C. H. Alexander advises the Manufacturers' Record that if he succeeds in the control of the Consolidated Street Railway Co.'s lines, all the roads of this system now operated by animal power will be rebuilt for the use of electric motors. A power-house will also be built.

Frankfort, Ky.—Charles Craine, of Springfield, O., and others have organized the Frankfort & Suburban Street Railway Co., with Mr. Craine as president; Patrick McDonald, vice-president; J. T. Buckley, secretary.

Kansas City, Mo.—It is reported that the Metropolitan Railroad Co. will probably change all the cable lines in its system for use of electric motors. W. H. Holmes is general manager of the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Aluminum Castings.—Miss F. E. Senter, 204 Chester street, Jackson, Tenn., wants addresses of manufacturers of aluminum castings of small sizes.

Bath Tubs.—The Houston Guano & Warehouse Co., Fort Valley, Ga., wants to buy bath tubs.

Bath Tubs.—The Houston Guano & Warehouse Co., Fort Valley, Ga., wants names and addresses of manufacturers of or dealers in bath tubs.

Boat Machinery.—Henry McAden, McAdenville, N. C., wants to buy motive power for a boat twenty-five feet long, clinker built, sharp at both ends.

Bone Mill.—See "Meal-mill Machinery."

Box-nailing Machines.—P. H. Hanes & Co., Winston, N. C., want names and addresses of parties manufacturing box-nailing machinery.

Bridge.—Proposals will be opened July 10 for the construction of a bridge across the Ouachita river at Monroe, La. Plans and specifications may be had on application to S. W. Hill, civil engineer, Monroe, La.

Building Material.—The Piedmont Fire Insurance Co., C. Furber Jones, secretary, is in the market for building material to be used in erection of a three-story brick and terra-cotta office building.

Building Materials.—The Tallahassee Falls Manufacturing Co., Montgomery, Ala., wants quotations on an assortment of timber, frame work, doors, window sashes, in considerable variety, for mill and picker building for cotton-manufacturing plant. Total board measurement of the lumber wanted is 2,448,255 feet. State price delivered at Tallahassee, Ala. Address William H. Micou, Jr., secretary, Montgomery, Ala.

Cotton Compresses.—The Norfolk Warehouse Co., J. W. Perry, Norfolk, Va., invites builders of cotton compresses to correspond regarding the merits of its different machinery.

Cotton Gins.—The St. Louis Curled Hair Co., St. Louis, Mo., wants to buy gins, pickers, willows, combing machines, etc., for curled-hair manufacturing.

Dredging.—Sealed proposals in triplicate

will be received until July 15 for dredging in Wolf river, in Tennessee. Information furnished on application. Address Mason M. Patrick, U. S. A., 99 Madison street, Memphis, Tenn.

Electric-light Plant.—Sealed proposals will be received until July 7 by the mayor and gas committee of Waco, Texas, for furnishing from 100 to 200 electric arc lights for a period of ten to fifteen years; also sealed proposals for erecting an electric-light plant, to be paid for in ten annual payments by the city. For information refer to plans and specifications on file in the office of the city engineer; C. C. McCulloch, mayor.

Elevator.—M. J. Siegel & Co., Little Rock, Ark., will need a hand elevator of 3000 pounds capacity.

Engine and Dynamo.—Sealed proposals will be received until June 26 for furnishing one engine and direct-connected multipolar constant potential dynamo, in accordance with specifications to be seen at Supply Division, War Department; or furnished on application. Address M. R. Thorp, chief of Supply Division, War Department, Washington, D. C.

Grinding Machinery.—S. S. Elam, Richmond, Va., wants to buy machinery for grinding mica.

Heating Apparatus.—The Piedmont Fire Insurance Co., C. Furber Jones, secretary, is in the market for a complete system of steam heat.

Ice Machinery.—J. C. Daniel, Tarboro, N. C., wants names and addresses of manufacturers of the latest improved ice machinery.

Ice Machinery.—W. J. Wright, Sistersville, W. Va., wants to correspond with builders of ice machinery.

Implement Machinery Parts.—A. M. Smith, Jr., Myersville, Md., wants bar steel and L-shaped steel sprocket wheels, gear wheels, etc., for use in constructing a harvester; also wants parts for wheat cylinder and appurtenances (special size), and all other appliances for cleaning grain; lowest estimates wanted.

Iron and Steel Parts Wanted.—See "Implement Machinery Parts."

Iron-working Machinery.—The Block-Pol-lak Iron Co., Carthage, Ohio, desires to buy a good second-hand cold-mill sawing machine as follows: About three horse-power, to be run by belt for use at a forge to saw heavy steel and wrought-iron forgings, such as slotting cranks, etc. Arbor with twin saw preferred, adjustable from two inches to six inches. Write with full particulars and description.

Kettles.—Wanted—Two steam-jacket kettles, 80 to 150 gallons; must be cheap. Address R 767, Sun Office, Baltimore, Md.

Mattress Machinery.—The St. Louis Curled Hair Co., St. Louis, Mo., wants to buy machinery for the manufacture of curled hair, combing machinery, pickers, willows, gins, etc.

Meal-mill Machinery.—M. J. Slesel & Co., Little Rock, Ark., will possibly need later on machinery for manufacturing bone meal.

Motive Power.—See "Boat Machinery."

Paper.—The R. D. Cole Manufacturing Co., Newnan, Ga., is in the market for paper to make friction pulleys; samples and prices wanted.

Paper-mill Machinery.—Thomas Henley, Macon, Ga., wants information regarding the manufacture of paper from kaolin and wood pulp; state full particulars when writing. Would be glad to hear from experienced makers of crockery and chinaware also.

Railway Equipment.—Gooch, Rinehart & Dennis, Covington, Va., will want to buy rails for twenty-five miles of railway.

Railway Equipment.—The Durham & Charlotte Railroad Co., Glendon, N. C., will need rolling stock later on; also probably some 56-pound rails.

Railway Equipment.—The Aberdeen & Rockfish Railroad Co., John Blue, president, Aberdeen, N. C., may need a locomotive, 14 or 15-inch cylinder.

Railway Equipment.—Four hundred tons of 45 or 50-pound T rails and 125 tons of 25-pound T rails, all for relaying purposes, are wanted. Address P. O. Box 384, Baltimore, Md.

Railway Equipment.—The Durham & Charlotte Railroad Co., Frank D. Jones, superintendent, Glendon, N. C., are in the market for 56-pound relaying rails, at a low figure.

Sewer Construction.—Bids will be opened July 13 for the construction of sewers in the city of Cynthiana, Ky., in accordance with plans and specifications now on file in office of city clerk, L. S. Williams, and with E. F. Layman, consulting engineer, Cincinnati, O. Approximate quantities are 376 feet of

six-inch pipe, 1506 feet of eight-inch pipe, 880 feet of 10-inch pipe, 470 feet of 12-inch pipe, 470 feet of 15-inch pipe, twenty-eight 6x6 branches, 116 8x6 Y branches, 136 10x6 Y branches, twenty-six 12x6 Y branches, thirty-three 15x6 Y branches, twenty-one manholes, two flush tanks. Printed forms for bids must be used and \$300 check deposited. Address L. S. Williams, city clerk, Cynthiana, Ky.

Steam-laundry Machinery.—J. P. McGriff, Hawkinsville, Ga., wants names and addresses of manufacturers of steam-laundry machinery.

Well Drilling.—M. M. Warren, Stockyards, W. Va., will probably want to contract for well drilling later on.

Woodworking Machinery.—See "Box-nailing Machines."

Woodworking Machinery.—The Whiting Lumber Co., Elizabethton, Tenn., is in the market for a porch column and pump-tube boring machine; good second-hand will do.

Woodworking Machinery.—The R. D. Cole Manufacturing Co., Newnan, Ga., wants a twenty-four double sufracer and matcher.

TRADE NOTES.

The Barber Asphalt Paving Co., of New York city, has removed its offices from No. 1 Broadway to No. 11 Broadway.

Ball Engines for Russia.—The Ball Engine Co., Erie, Pa., is building two 125-horsepower horizontal tandem compound engines, which will be used for the electric transmission of power and light in a large works in the city of Moscow, Russia.

Heating Plants.—Bellevue College, Collierville, Tenn., will be heated by the Peck-Hammond Co., of Cincinnati, O., who pay especial attention to heating of school buildings. The company will also equip the First Baptist Church of Greenwood, S. C., which is now in course of construction.

Electric Plant for Sale.—The plant of the Charleston Light & Power Co., at Charleston, S. C., is to be sold July 8 at public sale. The plant is fully equipped, and it is claimed that an investigation will show that it is a good-paying property. Geo. B. Master, special master, has charge of the property.

Flour-mill Contracts.—The Wolf Company, of Chambersburg, Pa., has closed a number of contracts during the last few weeks. Some recent orders included contracts for 100-barrel gyrator system mill at Mantua, O.; for 150-barrel mill and 10,000-bushel elevator; for 60-barrel gyrator system mill at Halifax, Pa.; for remodeling 40-barrel mill at Hall, Pa., to the gyrator system. Some orders for changing mill to the gyrator system have also been received.

Reduced Rates to San Francisco via Pennsylvania Railroad on Account of Christian Endeavor Convention.

The Pennsylvania Railroad Co. announces that, for the Christian Endeavor Convention to be held in San Francisco July 7 to 12, it will sell special tickets from all points on its system at greatly-reduced rates. These tickets will be sold June 27 to July 2, and will permit of stop-over at Denver and points West. Returning, passengers must reach original starting point not later than August 17, 1897.

For specific rates, conditions and full information apply to nearest ticket agent.

Unique Excursion for Amateur Photographers.

The B. & O. R. R. has arranged a novel excursion for the benefit of amateur photographers to Harper's Ferry, W. Va., Hancock, Md., and Cumberland, Md.

This excursion will be in charge of an experienced, professional photographer. Special car will be provided with a dark room and chemicals for developing negatives. Baggage compartment for photographic outfits, etc.

Train will leave Mt. Royal Station 10.18 A. M., Camden Station 10.45 A. M., July 9. Tickets valid for return until July 12. This is a rare opportunity for amateur photographers to get studies from nature at these historic points.

Round-trip rates to Harper's Ferry, \$2.45; Hancock, \$2.75; Cumberland, \$3.85. Stop-overs allowed at Harper's Ferry and Hancock.

Further information can be had by applying to B. & O. agents, N. W. Cor. Baltimore and Calvert streets, 230 S. Broadway, 827 E. Baltimore street, Mt. Royal and Camden Stations.

Enjoy Your 4th July on B. & O.

The B. & O. R. R. will sell excursion tickets between all points east of the Ohio river for all trains July 2, 3, 4 and 5, valid for return passage until July 6, at greatly-reduced rates.

Reduced Rates via Pennsylvania Railroad on Account of Fourth of July.

The Pennsylvania Railroad Co. announces that for the benefit of persons desiring to take advantage of the national holiday on the Fourth of July, it will sell excursion tickets between all stations on its line east of and including Pittsburg and Erie; except that tickets will not be sold to or from points north or east of Philadelphia, nor to and from points north of the line Harrisburg to Erie. These tickets will be sold and will be good going on July 2, 3, 4 and 5, and will be good to return until July 6, 1897, inclusive.

Chautauqua—Low-Rate Excursion via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces that it will run a special excursion to Chautauqua from Philadelphia, Baltimore and Washington on July 2. Train will leave Philadelphia 8.30 A. M., Washington 7.50 A. M., Baltimore 8.50 A. M., connecting with special train leaving Harrisburg at 11.35 A. M., arriving Chautauqua 10.30 P. M. Excursion tickets good to return on regular trains, exclusive of limited express trains, July 12 to August 1, will be sold at rate of \$10 from Philadelphia, Baltimore and Washington, and at proportionate rates from other points.

For further information apply to nearest ticket agent.

Reduced Rates to Milwaukee via Pennsylvania Railroad on Account of the National Educational Association.

The Pennsylvania Railroad Co. announces that on account of the meeting of the National Educational Association, at Milwaukee, Wis., July 6 to 9, it will sell continuous passage tickets from all points on its line east of Pittsburg and Erie to Milwaukee at rate of single fare for the round trip, plus \$2 membership fee. Tickets will be sold and will be good going only on July 2, 3 and 4, and will be good to return, leaving Milwaukee July 10, 11 and 12, 1897, only, except that by depositing ticket with joint agent at Milwaukee on or before July 12, and on payment of fifty cents, an extension of return limit may be obtained to leave Milwaukee until August 31, 1897, inclusive.

Personally-Conducted Tours via Pennsylvania Railroad.

That the public have come to recognize the fact that the best and most convenient method of pleasure travel is that presented by the Pennsylvania Railroad Co.'s personally-conducted tours, is evidenced by the increasing popularity of these tours. Under this system the lowest rates are obtained, for both transportation and hotel accommodation. An experienced tourist agent and chaperon accompany each tour to look after the comfort of the passenger.

The following tours have been arranged for the season of 1897:

To the north (including Watkins Glen, Niagara Falls, Thousand Islands, Montreal, Quebec, Au Sable Chasm, Lakes Champlain and George, Saratoga, and a daylight ride down through the Highlands of the Hudson), July 27 and August 17. Rate, \$100 for the round trip from New York, Philadelphia, Baltimore and Washington, covering all expenses of a two-weeks' trip.

To Yellowstone Park on a special train of Pullman sleeping, compartment and observation cars and dining car, allowing eight days in "Wonderland," September 2. Rate, \$235 from New York, Philadelphia, Baltimore and Washington; \$230 from Pittsburg.

To Niagara Falls, excursion tickets good to return within ten days will be sold on July 22, August 5 and 19, September 4 and 16, at rate of \$10 from Philadelphia, Baltimore and Washington. These tickets include transportation only, and will permit of stop over within limit at Buffalo, Rochester and Watkins on the return trip.

Two 10-day tours to Gettysburg, Luray Caverns, Natural Bridge, Virginia Hot Springs, Richmond and Washington, September 28 and October 12. Rate, \$65 from New York, \$63 from Philadelphia.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

A Good Record.

The committee on securities of the Baltimore Stock Exchange has recommended the listing of \$337,400 of the capital stock of the Best Telephone Manufacturing Co. The company reports net earnings from February 1, 1896, to January 30, 1897, at \$78,919. It has paid two quarterly dividends of 1½ per cent. each and two extra dividends of ½ per cent. each.

The Georgia Bankers.

The annual meeting of the Georgia Bankers' Association, held this year at Warm Springs, Ga., was attended by eighty representatives of the financial institutions of the State. A number of papers pertaining to the objects of the association and to bankers' interests generally were read, and the following officers elected: John A. Davis, of Columbus, Ga., president; R. F. Burdell, Savannah; J. T. Anderson, of Marietta; J. T. Wadley, of Waycross; W. S. Witham, of Atlanta; E. T. Owsley, of Columbus, vice-presidents; L. P. Hillyer, secretary, Macon; G. H. Plant, of Macon, Ga., treasurer.

Important to Investors.

The Mercantile Trust & Deposit Co. of Baltimore announces that it offers investors an issue of first mortgage 50-year gold bonds of the Atlanta Gas Light Co. of Atlanta, Ga., bearing 5 per cent. interest. The price quoted is 97½ and accrued interest. According to the official statement of the company, the total amount of first mortgage bonds are \$1,150,000. The net earnings of 1896 were \$115,206.58, although the interest on the bonds issued amounted but to \$57,500, leaving a surplus, after paying the interest, of \$57,706.58. The statements of the company for the last six years show a steady increase in the sales of gas and in net earnings, although in 1891 the latter sum amounted to \$71,870.39, or \$14,000 over and above the amount necessary to pay the interest charges. As a safeguard to investors, it is stated that the mortgage has a strong sinking-fund provision, which has been fully passed upon and approved. The plant has been examined by experts and representatives of the Mercantile Trust & Deposit Co., and the unanimous conclusion is that it is first-class, the bonds amply secured and the future growth of the company's business very promising.

New Corporations.

G. W. Barrett and S. B. Anderson have incorporated a bank at St. Joseph, Mo., with \$10,000 capital.

The Queen City Loan Association has been formed at St. Joseph, Mo., by R. M. Race and H. Johnson, with \$100,000 capital.

Col. Mike Brown, of Barnwell, S. C., and others have formed the Brown Banking Co., with \$25,000 capital, at that place.

It is reported that F. B. Henderson is to be president of the proposed bank to be organized at Aiken, S. C., with \$50,000 capital.

The Bank of Abbeville, Ga., recently organized, has been opened for business,

with J. J. Smith, president, and A. E. Potter, cashier.

The Exchange Bank of DeKalb County has been formed at Maysville, Mo., with \$10,000 capital, by E. A. Huntington, S. W. Wyatt and others.

The Farmers' Exchange Bank of Browning, Mo., has been reorganized, with \$30,000 capital stock, by S. L. Gibson and George R. Johnson and others.

A bank has been organized at Dallas, Texas, with \$200,000 capital and the following officers: J. S. Reardon, president; E. H. R. Green, vice-president, and H. Hamilton, cashier.

The British & American Mortgage Co. of Great Britain has filed incorporation papers in Missouri, announcing that its capital in that State is to be \$50,000 and its office at St. Louis.

William H. Hoyt, it is stated, has organized the First National Bank, which is to be opened at Parkersburg, W. Va. A. T. Barrett, it is stated, will be cashier, and J. W. Dudley, president.

New Securities.

The city of Port Gibson, Miss., has sold its issue of \$23,000 worth of 6 per cent. bonds to the Bank of Port Gibson for \$23,750.

The city council of Goldsboro, N. C., is considering the idea of issuing bonds for water-works purposes. The mayor will give information.

The people of Lake City, Fla., will vote on the question of issuing \$10,000 in bonds for school purposes. The town clerk may be addressed.

The board of aldermen of Bay St. Louis, Miss., has determined to issue \$30,000 worth of 6 per cent. bonds. The mayor may be addressed.

It is announced that the town of Eutaw, Ala., will receive bids for \$2100 worth of 6 per cent. bonds for refunding purposes. Address the town clerk.

It is reported that the amount of bonds to be issued by Americus, Ga., for water works, etc., will be \$35,000 in all. The mayor will give further particulars.

It is reported that Duval county, Florida, has determined to issue \$75,000 in bonds for school purposes. The mayor at Jacksonville, Fla., may be addressed.

George H. March, of Van Wert, Ohio, it is reported, has purchased the issue of \$12,000 worth of 5 per cent. bonds of Palestine, Texas, paying par and accrued interest.

The city of Brookhaven, Miss., will sell its issue of \$40,000 in 6 per cent. bonds on July 1, and will receive bids until that time. J. B. Doughty, mayor, may be addressed.

It is reported that the city of Henderson, Ky., will receive bids until August 17 for the issue of refunding 5 per cent. bonds. The mayor may be addressed for further particulars.

It is announced that the city council of Henderson, Ky., has resolved to issue \$371,000 in bonds to refund the present indebtedness of the city. Bids will be received until August 17. The city treasurer may be addressed.

The issue of refunding bonds of Campbell county, Virginia, will amount to \$97,000, it is stated, and will pay interest at the rate of 5 per cent. Bids for this issue will be received until July 1. Address the board of county commissioners at Rustburg, Va.

The Merchants and Farmers' Bank of Norfolk, Va., has purchased \$25,000 worth of 5 per cent. ferry bonds issued by the city of Norfolk, Va. The price paid was 105.13 for the entire issue. The bonds attracted a large number of buyers, including representatives of banking firms from Cleveland, Ohio, as well as local concerns.

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Dividends and Interest.

The Citizens' Bank of Savannah, Ga., has declared a dividend of \$3 per share.

The Georgia Investment Co. of Savannah has declared a dividend of 6 per cent.

The Norfolk & Southern Railroad Co. has declared a quarterly dividend of 1 per cent.

The Old Dominion Steamship Co. has declared its usual semi-annual dividend of 3 per cent.

The Richmond, Fredericksburg & Potomac Railroad Co. has declared a dividend of \$3 per share.

The New Orleans Gas Light Co. of New Orleans, La., has declared a dividend of \$3.50 per share.

The Eufaula Cotton Mills Co. of Eufaula, Ala., has declared a semi-annual dividend of 2½ per cent.

The Brush Electric Light Co. of Savannah, Ga., has declared a semi-annual dividend of \$3 per share.

The Merchants' National Bank of Richmond, Va., has declared a semi-annual dividend of 3½ per cent.

The City Passenger Railway Co. of Baltimore has declared a semi-annual dividend of 5 per cent., payable July 1.

The board of directors of the Donaldsonville (La.) Land & Improvement Co. has declared a dividend of 17 per cent.

The Lynchburg Cotton Mill Co. has declared a semi-annual dividend of 4 per cent., in addition to reserving a portion of the net profits for its surplus fund.

Interest due on bonds of the Atlantic & Danville Railroad Co. will be paid on July 1 by the Mercantile Trust Co. of New York and the Westminster Bank of London.

Financial Notes.

At the annual meeting of the Merchants' Mutual Insurance Co., of Charleston, S. C., the present officers were re-elected. E. M. Hacker is president of the company.

Mr. S. Wittkowsky read before the Mecklenburg Historical Society at Charlotte, N. C., on June 10 an interesting paper on the Canadian banking system in contrast with that of the United States.

The First National Bank of Comanche, Texas, has reduced its capital stock from \$100,000 to \$50,000, and has been reorganized, with the following officers: Wm. Martin, president; N. R. Lindsey, vice-president; J. B. Herndon, cashier.

Baltimore & Ohio RR. Co.
5% GOLD BONDS DUE 1925

A majority of the above bonds has been deposited with us under the agreement of April 10, 1896, and our engraved Certificates of Deposit therefore have been listed on the New York Stock Exchange.

We will buy, under the terms of this agreement, the Coupons and Interest Instalments maturing August 1, 1897, on Coupon or Registered Bonds deposited before July 15th, 1897, in case the Baltimore & Ohio Railroad Company should make default in paying the same when due.

All Bondholders who have not yet deposited their Bonds are urged to do so at once, so as to enable us to more effectually protect their interests.

SPEYER & CO.

30 Broad Street.

New York, June 2d, 1897.

ISSUE OF

First Mortgage 50-Year
5 Per Cent. Gold Bonds.THE ATLANTA GASLIGHT CO.
OF ATLANTA, GA.

Dated June 1, 1897. Due June 1, 1947.

Coupon Bonds of \$1000 each. Principal may be registered. Interest payable semi-annually at the office of the trustee, The New York Security and Trust Company. PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.

FINANCIAL STATEMENT.
(From official statement of Company.)

Capital stock, authorized and issued—	
Preferred.....	\$600,000
Common.....	1,500,000
Total amount of First Mortgage.....	\$2,100,000 00
(Mortgage closed.)	
EARNINGS FOR YEAR ENDING	
DECEMBER 31, 1896.	
Gross receipts.....	\$237,825 35
Operating expenses, including	
taxes and insurance.....	122,618 77
Interest on \$1,150,000 on standing bonds	
at 5 per cent.....	57,500 00
Surplus earnings.....	\$57,706 58

SALES OF GAS.	Cubic feet.	Net earnings.
1891.....	185,925,000	\$71,870 39
1892.....	190,285,000	84,209 39
1893.....	199,344,000	93,855 40
1894.....	201,605,000	107,164 64
1895.....	248,640,000 (Expo. Yr.)	137,461 70
1896.....	236,070,000	115,206 56

The above shows a steady, substantial annual gain in consumption of gas and in net earnings. The mortgage has a strong sinking fund provision and was drawn under the supervision of Mr. James Byrne, of Messrs. Hornblower, Byrne, Taylor & Miller, of New York, which firm has passed upon and approved the legality of the issue.

The property has been examined by our own representatives and by gas experts. We have the favorable reports of A. M. Young, C. E., of Waterbury, Conn., and F. H. Hambleton, chief engineer of a consolidated Gas Company, of Baltimore, Md. We also have the favorable opinion of George O. Knapp, Consulting Engineer of the Chicago Gas Company. In addition to the experts' examination, General John Gill, President, and Mr. Bernard Cahn, a member of the Finance Committee of the Mercantile Trust & Deposit Company of Baltimore, and Mr. E. E. Black, of N. W. Harris & Co., of Chicago, and Mr. P. F. Thompson, of their New York Office, visited Atlanta, each of whom studied the situation from a business point of view. The conclusions are unanimous that the plant is first class, the bonds amply secured and the prospects most promising for the future growth of the Company.

Application will be made to have the bonds listed on the New York and Baltimore Stock Exchanges.

Copy of the Mortgage, Expert and Legal Opinions may be seen at our office.

We have purchased the above-described Bonds and now offer, subject to prior sale, all or any part at 97½ and accrued interest.

MERCANTILE TRUST & DEPOSIT CO.
OF BALTIMORE, MD.N. W. HARRIS & COMPANY,
New York, Boston and Chicago.

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

MIDDENDORF, OLIVER & CO.
BANKERS AND BROKERS,No. 213 E. German Street, [KEYS BUILDING.] Baltimore, Md.
Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

SPERRY, JONES & CO.

DEALERS IN Southern Investment Securities,

239 East German Street, Baltimore, Md.

OUR FACILITIES ARE UNEXCELLED.

FOR THE
Renting and Purchasing

OF

Warehouses,
Manufacturing Sites,
Wharf,
and other Business Property,
Apply to

SAFE DEPOSIT & TRUST CO.

OF BALTIMORE.

13 SOUTH STREET.

Mercantile Trust & Deposit Co.

OF BALTIMORE.

Paid-up Capital, \$1,000,000.
Surplus, \$1,000,000.

DEPOSITS RECEIVED

On which interest is allowed, governed by current rates obtainable.

TRUSTEES AND ADMINISTRATORS.

This company is a Legal Depository for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.

Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.

ACTS as Trustee of Mortgages of Corporations and accepts Transfer Agency and Registry of Stocks.

Safe Deposit Boxes for Rent.

Vaults supplied for Storage of Silver Chests, etc.

JOHN GILL, of R., President.

SURETY BONDS OF EVERY KIND.

American Bonding & Trust Co.

OF BALTIMORE CITY,

Equitable Building, Baltimore.

Total Resources \$1,091,550.49.

JAMES BOND, President.

JOSHUA HORNER, First Vice-President.

JOSEPH S. MILLER, Second Vice-President.

JOHN T. STONE, Secretary-Treasurer.

GEO. N. MACKENZIE, Asst. Secretary-Treas.

Accepted by the United States Government as Sole Surety on Bonds of Distillers, Importers, Custom House, Postoffice, Internal Revenue and other Government Officials and Employees, and by all Federal and State Courts. Gives Bond for Officers of Corporations, Lodges, Societies, etc., Clerks and all other Employees.

Does not act as Executor, Administrator, Trustee, Guardian, Receiver or Committee, BUT BONDS THOSE WHO DO ACT.

MARYLAND TRUST CO.

Corner South and German Sts.

BALTIMORE.

CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT
AND TRUST FUNDS.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

J. WILLCOX BROWN, PRESIDENT.

LOYD L. JACKSON, FIRST VICE-PRES.

HENRY J. BOWDOIN, SECOND VICE-PRES.

J. BERNARD SCOTT, Secretary and Treasurer.

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JOHN L. WILLIAMS & SONS,
BANKERS,

Dealers in RICHMOND, VA.

Southern Investment Securities,

MUNICIPAL BONDS A SPECIALTY.

Correspondence Invited.

Fidelity and Judicial Bonds of every kind Issued by

The United States Fidelity and Guaranty Co. OF BALTIMORE.

SOLICITS YOUR PATRONAGE.

Office, CALVERT AND GERMAN STREETS. Telephone 268.

Bonds furnished Officers and Employees of Mercantile Houses, Banks, Railroads, Express and Telegraph Companies.

Officials of States, Cities and Counties. Becomes Surety on Bonds of Guardians, Assignees, Executors, Trustees, Replevin, Injunctions, Administrators, Receivers, Attachment, and all undertakings in Judicial Proceedings in State and United States Courts. Does not act as Executor, Administrator or Trustee. Patronage of Lawyers specially solicited and special rates given.

CAPITAL..... \$500,000.00

STOCKHOLDERS' LIABILITY..... 500,000.00

TOTAL RESOURCES..... \$1,000,000.00

HON. FRANK BROWN, President. Governor

of Maryland from 1892 to 1896.

JOHN R. BLAND, Vice Pres. and Gen. Manager.

J. KEMP BARTLETT, JR. Second Vice-Pres.

ALEXANDER PAYSON KNAPP, Secretary.

TOWNSEND SCOTT, Treasurer.

HON. ISIDOR RAYNER, General Counsel.

MARTIN LEHMAYER, Assistant Counsel.

WILLIAM B. RAYNER, Assistant Counsel.

WOULDN'T
YOU LIKE
TO OWN AN
INTEREST IN
A GOLD MINE?

Suppose you write for particulars about

THE BIG UNION MINING CO

This company owns and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

OFFICERS.

R. E. LYON, President.

STEPHEN H. EMMENS, Vice-President.

L. L. POWELL, Secretary.

H. B. TILDEN, Treasurer.

ARCHIBALD H. TAYLOR, Gen'l Counsel.

DIRECTORS.

B. L. Duke, the great tobacco manufacturer of

Durham, N. C.

W. T. O'Brien, of the American Tobacco Co.,

Durham, N. C.

Stephen H. Emmens, Pres. of the Mining and

Industrial Exchange, New York City.

R. E. Lyon, of Baltimore, Md.

Geo. C. Schuermann, of Baltimore, Md.

L. D. Heart, Cashier First Nat'l Bk. Durham, N. C.

H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on the New York Mining and Industrial Exchange.

The office of the company is at 849 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords an investment opportunity that is well worth looking into.

The Big Union Mines, the property of this company, lie on the same contact vein with the most noted of the great Leadville mines. One of these the "Little Johnny" is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month. It paid last year \$1,600,000 in dividends and is now paying monthly dividends of \$100,000 to \$200,000.

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Abbe, M. F.	34	Carroll, George	22	French, Saml. H., & Co.	21	Many, Frank B.	21	Robinson & Orr	22
Adams, George S.	25	Carroll Iron Works	22	Fricks Co.	14	Marion Steam Shovel Co.	2	Rome Tack & Nail Co.	22
Adams, William H.	6	Cerver Cotton Gin Co.	29	Proehling, Dr. Henry	29	Martin, Hy., Brick Mch. Mfg. Co.	23	Rowley & Hermance Co.	27
Ahrens & Ott Mfg. Co.	16	Castner & Curran	8	Fuel Econmizer Co.	17	Maryland Trust Co.	383	Ruger, J. W., & Co.	16
Alton & Wood	19	C & C Electric Co.	37	Fulton, John	16	Mason Machine Works	28		
Alabama Bridge & Boiler Co.	9	C. & B. Line	1	Fulton Steam Boiler Wks. & Fdry.	16	Mason Regulator Co.	31	Safe Deposit & Trust Co.	383
Alber & Byrne	6	Chapman, Wm. A., & Co.	6	Furbush, M. A., & Son, Mch. Co.	28	McCaw Mfg. Co.	23	Saucerau, John	6
Albro, E. D., Co.	22	Chapman Valve Mfg. Co.	2			McClave, Brooks & Co.	17	Saunders, D., Sons	12
Alexander Bros.	11	Charlotte Machine Co.	29			McCray Refrigerator Co.	8	Schieren Chas. A., & Co.	11
Alexander & McLaughlin	18	Chattanooga Fdy. & Pipe Works	23			McCully, R.	34	Schneider Mfg. Co.	24
Allen Anti-Rust Mfg. Co.	25	Chattanooga Steel Roofing Co.	24			McDonald, John, & Sons	34	Scott & Williams	28
Allentown Hardware Works	36	Chesapeake Belting Co.	11			LicDowell, Hamilton	6	Scott, Nat. G.	28
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American Engine Co.	14	Cincinnati Corrugating Co.	24			McLanahan & Stone	34	Sherwood Mfg. Co.	37
American Impulse Wheel Co.	33	Cincinnati Elevator Works	19			Mecklenburg Iron Works	34	Shuts Belting Co.	8
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Andrews, Perry	6	Climax Mfg. Co.	13			Middendorf, Oliver & Co.	383	Smethurst & Allen	37
Apollo Iron & Steel Co.	18	Clonbrock Steam Boiler Co.	15			Milburn, Frank P.	6	Smith-Courtney Co.	9
Armitage-Herschell Co.	10	Coburn Trolley Track Mfg. Co.	9			Mitshkun, M., & Co.	22	Smith, S. Morgan, Co.	33
Armitage Mfg. Co.	25	Cohoes Iron Fdy. & Mch. Co.	29			Mitshkun, M., & Co.	22	Smith & Kilby Co.	33
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Ashtabula Tool Co.	22	Commercial Electric Co.	36			Munson Bros.	35	Snow Steam Pump Works	24
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		Cornman Co.	21					Southern Railway Co.	31
		Cortright Metal Roofing Co.	25					Southern Real Estate Exchange	31
		Cotton States Belting & Supply Co.	11					Spear's, Alden, Sons & Co.	20
		Covert Mfg. Co.	30					Sperry, Jones & Co.	25
		Cox & Sons Co.	12					Speyer & Co.	383
		Cronk Hanger Co.	17					Springfield Gas Engine Co.	16
		Crosby Steam Gage & Valve Co.	17					Sprout, Waldron & Co.	35
		Cruikshank, D. B.	21					Standard Mill Supply Co.	35
		Culver Mfg. Co.	9					Standard Oil Co.	25
		Cunus, A. B.	19					Standard Paint Co.	25
		Curtis & Marble Machine Co.	29					Standard Tool Co.	38
		Cutler Mfg. Co.	29					Stanley Electric Mfg. Co.	37
		Cypress Lumber Co.	*					Starr, B. F., & Co.	35
								Stearns & Gray	22
								Steel Rail Supply Co.	22
								Sterling Emery Wheel Mfg. Co.	4
								Stevens, H., Sons Co.	38
								Stewart, Jas. & Co.	6
								Stiles & Pladd Press Co.	8
								Stilwell-Bierce & Smith-Valle Co.	33
								Stow Flexible Shaft Co. Ltd.	9
								Stow Mfg. Co.	10
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								Stuebner, G. L., Iron Works	37
								Sturtevant, B. F., Co.	29
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